FIFTEENTH ANNUAL REPORT OF THE PRESIDENT TO THE CONGRESS ON THE OPERATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

S362-1

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I. SUMMARY

During 1980, the United States automotive industry employed an average of only 860,000 persons, 22 percent below the average employment in 1979. Production of motor vehicles fell 30 percent to 8.0 million vehicles, while retail sales of motor vehicles fell 19 percent to 11.5 million units. Retail sales of imports (excluding Canadian-built) rose 3 percent to 2.9 million vehicles, or 25 percent of the U.S. market.

Employment during 1980 in the Canadian automotive industry averaged 97,000, 16 percent below 1979. Canadian production of motor vehicles declined 16 percent (as the result of reduced U.S. imports) to 1.4 million units, while Canadian retail sales dropped 10 percent to 1.3 million motor vehicles. (Some reasons for the decrease in retail sales in Canada and the United States are found in the body of the report.) Retail sales of imports from overseas increased 40 percent to 212,000 units, or 17 percent of the Canadian market.

Expenditures for new plant and equipment by the "big four" dropped 1.5 percent in the United States but increased by 139 percent in Canada, for a total 1980 investment of $6.0 billion in new plant and equipment.

Automotive prices continued to increase in both countries with the increases in the Canadian industrial price indexes for passenger cars and trucks larger than those in the United States; the increase in the consumer price index for passenger cars rose 8.0 percent in the United States and 11.8 percent in Canada.

In 1980, United States automotive shipments to Canada decreased by 14 percent and Canadian shipments to the United States by 9 percent, resulting in a U.S. automotive trade surplus of $1.75 billion compared to $2.56 billion in 1979.

II. Background

Canada had a high-cost automotive industry before 1965 because it had been structured to serve a comparatively small domestic market behind a high tariff wall. The measures Canada had taken to encourage production, including duty remissions to Canadian manufacturers, were creating a serious irritant in our economic relationship. Under those circumstances, it seemed desirable for the two countries to agree on a mechanism that would allow Canada to develop a more rational and efficient automotive industry but would not adversely affect the U.S. industry. The resulting Automotive Products Agreement,[1/] which was signed on January 16, 1965, created the basis for an integrated automotive market by, in effect, removing duties on trade between the two countries in specified motor vehicles and original equipment automotive parts.

Article I of the Agreement sets forth three objectives: "(a) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved; (b) the liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industry of both countries to participate on a fair and equitable basis in the expanding total market of the two countries; and (c) the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production and trade." It was agreed that it shall be the policy of each

1/ Appendix A, page 57

government to avoid actions which would frustrate the achievement of these objectives. The Agreement is of unlimited duration, but each government has the right to terminate on 12-months notice.

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965,[2/] resulted in the removal of U.S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts. The President proclaimed the entry into force of the tariff modifications retroactive to January 18, 1965.[3/]

The United States removed its duty on automotive products only for Canada. Therefore, it became necessary to obtain a waiver of its General Agreement on Tariffs and Trade (GATT) obligations concerning most-favored nation (MFN) tariff treatment in order to put the Agreement into effect. The waiver was approved by the GATT in December 1965.

Canada implemented its side of the Agreement somewhat differently, by according duty-free treatment to specified new motor vehicles and original equipment parts on a MFN basis to all automotive manufacturers who had production facilities in Canada at the time the Agreement was negotiated. Therefore, Canada did not consider it necessary to obtain a GATT waiver for its Order-in-Council implementing duty-free treatment effective January 18, 1965.

2/ Appendix B, page 60
3/ Appendix C, page 69

In recognition of the need for a transitional period for the smaller, higher-cost Canadian industry to adjust to the competitive pressures, several restrictive measures were set forth in Annex A to the Agreement: (1) Only certain Canadian vehicle manufacturers may import automotive products duty-free; and (2) The duty-free importation privilege is limited to manufacturers who meet certain minimum Canadian value-added and Canadian production-to-sales ratio requirements.

The duty-free import privilege in Canada is limited to vehicle manufacturers. Therefore, individuals who import motor vehicles from the United States must pay the Canadian duty of 15 percent ad valorem. In contrast, anyone in the United States may import a finished vehicle covered by the Agreement duty-free. In both countries, only bona fide manufacturers may import original equipment parts and accessories duty-free under the Agreement.

In addition to the limitations set forth in Annex A, the motor vehicle manufacturers gave the Canadian Government certain Letters of Undertaking to increase Canadian value-added. The letters committed the companies to specific increases in Canadian value-added to be accomplished by July 31, 1968, and to increase further the Canadian value-added annually by a proportion of any increase in sales in the Canadian market. Although the letters were between the companies and the Canadian Government, they were signed with the tacit approval of the United States Government. The tacit approval was withdrawn in 1970.

III. Developments in 1980

Since the spring of 1979, sharply reduced sales and increased market penetration by imports have had a devastating impact on the North American automobile industry. The combination of a major shift in consumer demand to smaller, more fuel-efficient cars together with a sharp recession in the United States and costly credit, has plunged the industry into the worst crisis in its history.

PRODUCTION IN THE NORTH AMERICAN AUTOMOTIVE INDUSTRY

Total United States and Canadian motor vehicle production in 1980 was 9.4 million vehicles, down 28 percent from 1979. The United States share of the combined 1980 total was 85 percent, down from 88 percent for the year before.

UNITED STATES: Motor vehicle production in the United States declined 30 percent to 8.0 million units in 1980. Passenger car production declined 24 percent to 6.4 million cars while truck production dropped 46 percent to 1.6 million units.4/

CANADA: Motor vehicle production in Canada in 1980 fell to 1.4 million units, 16 percent below the 1979 level. Passenger car production dropped 14 percent to 847,000 cars while truck production fell 18 percent to 528,000 trucks.5/

RETAIL SALES

Total retail motor vehicle sales in the United States and Canada in 1980 were 12.7 million units, a decline of 18 percent from the 1979 total. The United States share of total sales was 90 percent, 1 percent less than the previous year.6/

4/ Table 2, page 29
5/ Table 3, page 30
6/ Table 1, page 28

The decline in total sales was due primarily to the United States market which suffered a retail sales loss of 2.7 million units compared to a Canadian loss of slightly more than 0.1 million units.

The pattern of sales of imported and North American-built vehicles was similar in the two countries. In both countries, sales of North American-built vehicles declined sharply while sales of imports from overseas increased to record levels.

United States: Retail sales of passenger automobiles declined to 8,971,000 cars in 1980, 16 percent below 1979. Sales of imports from overseas rose to 2,390,000 cars, 3 percent over 1979 and a record level for imports. Sales of 6,581,000 North American-built cars represented a decline of 21 percent from the the previous year. Retail sales of domestic-make trucks declined even more severely. North American-built truck sales fell 33 percent to 2,002,000 vehicles while sales of imports increased 4 percent to 486,000 trucks.

Canada: Retail sales of passenger cars dropped 7 percent to 932,000 cars in 1980. Sales of imports from overseas increased 37 percent to 191,000 cars while sales of North American-built cars fell 14 percent to 741,000 units. Retail sales of North American-built trucks dropped 19 percent to 310,000 vehicles while sales of imported trucks rose 75 percent to 21,000 vehicles.

EXPENDITURES BY AUTOMOBILE MANUFACTURERS FOR PLANT AND EQUIPMENT

Expenditures for new plant and equipment in 1980 by the "big four" motor vehicle manufacturers totaled $5.951 billion, an increase of 7 percent over the 1979 record level. The Canadian share was a record $827 million accounting for a record 14 percent of the total, up 139 percent over the previous year. Investment in the United States was $5.124 billion, down slightly from the 1979 peak level of $5.203 billion.

RELATIVE PRICES OF AUTOMOBILES

Automotive price comparisons in this section are based on factory list prices rather than manufacturers' suggested retail prices, because of different tax structures in each country (see Tables 6, 7 and 8).7/ The U.S. prices, and Canadian prices expressed in U.S. dollars in each table are of identical cars with comparable standard equipment.

Expressed in U.S. dollars, factory list prices at introduction of the 1981 models selected ranged from 10 percent lower to 13 percent higher in Canada than in the United States. In 1980, the same models ranged from 9 percent lower to 2 percent higher in price in Canada. Expressed in Canadian dollars car prices are higher in Canada than in the United States because of the present exchange rate.

The producer and consumer price indexes for automotive products continued to rise in both countries. During 1980, the producer price index for cars increased 8.4 percent in the

7/ Table 6, page 33
Table 7, page 34
Table 8, page 35

United States, the index for trucks climbed 10.0 percent and the index for parts rose 11.9 percent. The increase in all three indexes was greater than during 1979. The consumer price index for passenger cars continued its upward trend, rising 8.0 percent in 1980 compared to 7.9 percent in 1979.8/

In Canada, the increases in the industrial selling price indexes were generally larger than in the United States. The industrial selling price index for passenger cars rose 12.4 percent for 1980 compared to 12.1 percent in 1979. The industrial index for trucks rose 11.1 percent in 1980 compared to 12.8 percent in 1979, and the parts index rose 10.5 percent compared to 7.8 percent the previous year. The Canadian consumer price index for passenger cars rose 11.8 percent in 1980 compared with 12.1 percent in 1979.9/

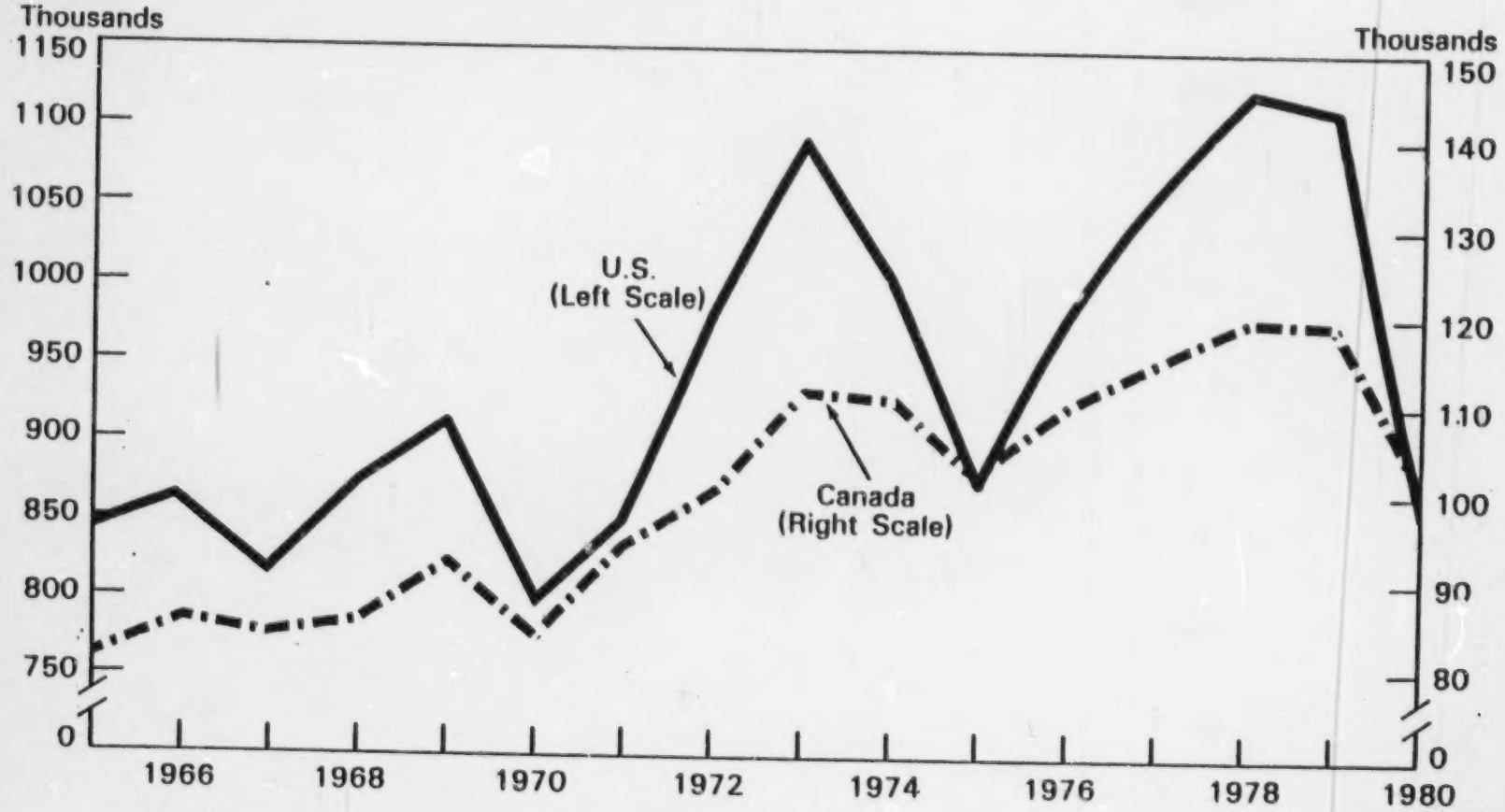
EMPLOYMENT IN THE AUTOMOTIVE INDUSTRY10/

Employment in the North American Automotive Industry in 1980 averaged 958,000, 22 percent below the 1979 level. The United States share of total employment in 1980 remained 90 percent, the same as in 1979.

Average annual automotive industry employment (including automotive stampings) in the United States, which had been rising from 1975 through 1978 fell sharply in 1980 to 861,000.

8/ Table 4, page 31
9/ Table 5, page 32
10/ Table 1, page 28

Chart 1
Employment in the United States-Canada, Automotive Industries, 1965-1980



SOURCES: U.S. Department of Labor: Statistics Canada.

The decline affected all three sectors - assembly, parts and stamping.[11/]

Canadian automotive industry employment also dropped sharply to a little less than 97,000 persons. As in the United States, the decline in Canada affected all major employment sectors.

TRADE IN MOTOR VEHICLES AND PARTS BETWEEN THE UNITED STATES AND CANADA

Total automotive products trade between the United States and Canada was $19.4 billion in 1980, a drop of 12 percent from 1979.[12/] From 1964, the year before the Agreement, to 1980, total two-way trade in automotive products has increased 2,600 percent in nominal dollars and 1,250 percent in constant 1972 dollars.

During 1980, automotive products exports to Canada fell 14 percent while corresponding imports from Canada declined 9 percent. This resulted in a United States automotive products surplus of $1.75 billion, substantially below the $2.56 billion surplus of the previous year.[12/] The United States surplus in duty-free automotive products declined to $1.818 billion in 1980 compared to $2.432 billion in 1979. The surplus in dutiable automotive products dropped from $127 million in 1979 to $45 million in 1980.

The changing trade balance reflected primarily the extremely depressed United States automotive market in 1980 coupled with declining Canadian automotive sales. With production and sales of North American produced vehicles down sharply in both countries, trade in both vehicles and parts declined in 1980. However, the Canadian surplus in assembled vehicles increased by $0.9 billion over 1979, as a result of an 18 percent drop in U. S. vehicle

11/ Table 9, page 36
12/ Table A, page 12

TABLE A

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P 12

U.S. Canadian Trade in Automotive Products, 1964-1975-80

U.S. Imports - Canadian Imports

(Millions of U.S. Dollars)

	1964	1975	1976	1977	1978	1979	1980
U.S. exports 2/							
Cars	34	2,142	2,354	2,655	2,613	3,147	2,906
Trucks	23	922	985	1,057	1,158	1,654	1,044
Parts	577	4,409	5,550	6,434	7,080	7,344	6,478
Subtotal	634	7,472	8,889	10,146	10,851	12,145	10,428
Tires and Tubes	6	170	116	144	113	128	124
TOTAL EXPORTS	640	7,643	9,005	10,290	10,964	12,273	10,552
U.S. imports							
Cars	18	2,809	3,477	3,795	4,129	3,707	3,802
Trucks	4	917	1,363	1,841	2,036	1,978	1,393
Parts	49	2,007	2,983	3,496	4,160	3,831	2,909
Subtotal	71	5,734	7,823	9,132	10,325	9,516	8,604
Tires and Tubes	5	67	166	135	167	199	196
TOTAL Imports	76	5,801	7,989	9,267	10,492	9,715	8,800
Net Balance	+563	+1,842	+1,016	+1,023	+472	+2,558	+1,752

/ Preliminary

/ Canadian import data. Parts exports (Canadian imports) adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1973 - $68; 1974 - $188; 1975 - $110; 1976 - $105; 1977 - $72; 1978 - $235.

Note: Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.
Canadian dollars converted to U.S. dollars at following exchange rates:
$1000 Canadian = $0.925 U.S., 1964; $1.02246, U.S., 1974; $0.984001, U.S. 1975; $1.0141, U.S. 1976; $0.94095, U.S. 1977; $0.8871, 1978; $0.85471, 1979; $0.83560, 1980.

exports to Canada while the value of U.S. vehicle imports remained at the 1979 level. Although total parts trade between the two countries declined 16 percent in 1980, the U.S. surplus in parts trade remained at virtually the same level as in 1979 ($3,569 million in 1980 vs. $3,513 million in 1979).[13/]

U.S. shipments of automotive products to Canada declined 14 percent in 1980 to $10.6 billion. Assembled vehicles accounted for 37 percent of shipments, down from 39 percent in 1979. Dutiable exports in 1980 were $609 million or 6 percent of total automotive product exports to Canada, the same share as in 1979.[14/]

Canadian shipments of automotive products to the United States declined 9 percent to $8.8 billion in 1980. Assembled vehicles accounted for 65 percent of shipments, up sharply from 59 percent in 1979. The higher share for vehicles reflected a sharper reduction in production of motor vehicles than retail sales in the United States during 1980 (production declined 30 percent compared to 24 percent for retail sales of domestic-make vehicles) and the mix of production in Canada. Dutiable imports in 1980 were $564 million or 6 percent of automotive product shipments from Canada, the same share as in 1979.[15/]

Table 11[16/] shows duty-free imports from Canada by tariff number. The 43 percent drop since 1978 in the largest category of imported cars - over 6 cylinders - reflects the decline in the U.S. market for large cars. The largest single category

13/ Table A, page 12
14/ Table B, page 14
15/ Table C, page 15
16/ Table 11, page 38

TABLE B

United States Automotive Exports to Canada[1/]
(In millions of U.S. dollars)

	December 1980	December 1979	Cum. Jan. thru Dec. 1980	Cum. Jan. thru Dec. 1979
Automotive exports:				
Duty Free:				
Passenger cars	222.5	293.1	2,889.6	3,140.0
Trucks, buses, and chassis	69.2	123.1	974.9	1,546.7
Parts and accessories	550.3	468.3	6,189.2	6,874.1
Total, duty-free	842.0	884.5	10,053.7	11,560.8
Dutiable:				
Passenger cars	2.3	0.7	16.0	6.7
Trucks, buses, and chassis	4.3	5.6	69.1	107.7
Parts and accessories	31.6	33.8	399.1	470.3
Tires and tubes	9.1	9.0	124.5	128.4
Total, dutiable	47.9	49.1	608.7	713.1
Total duty-free and dutiable:				
Passenger cars	225.4	293.8	2,905.6	3,146.7
Trucks, buses, and chassis	73.5	128.7	1,044.0	1,654.4
Parts and accessories	581.9	502.1	6,478.3	7,344.3
Tires and tubes	9.1	9.0	124.5	128.4
Total, automotive exports	889.9	933.6	10,552.4	12,273.8

1/ Canadian import data converted to U.S. dollars:
C $1.00=U.S. $0.83560, December 1980:
C $1.00=U.S. $0.85471, December 1979

SOURCE: Statistics Canada

NOTE: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

TABLE C

United States Automotive Imports from Canada
(In millions of U.S. dollars)

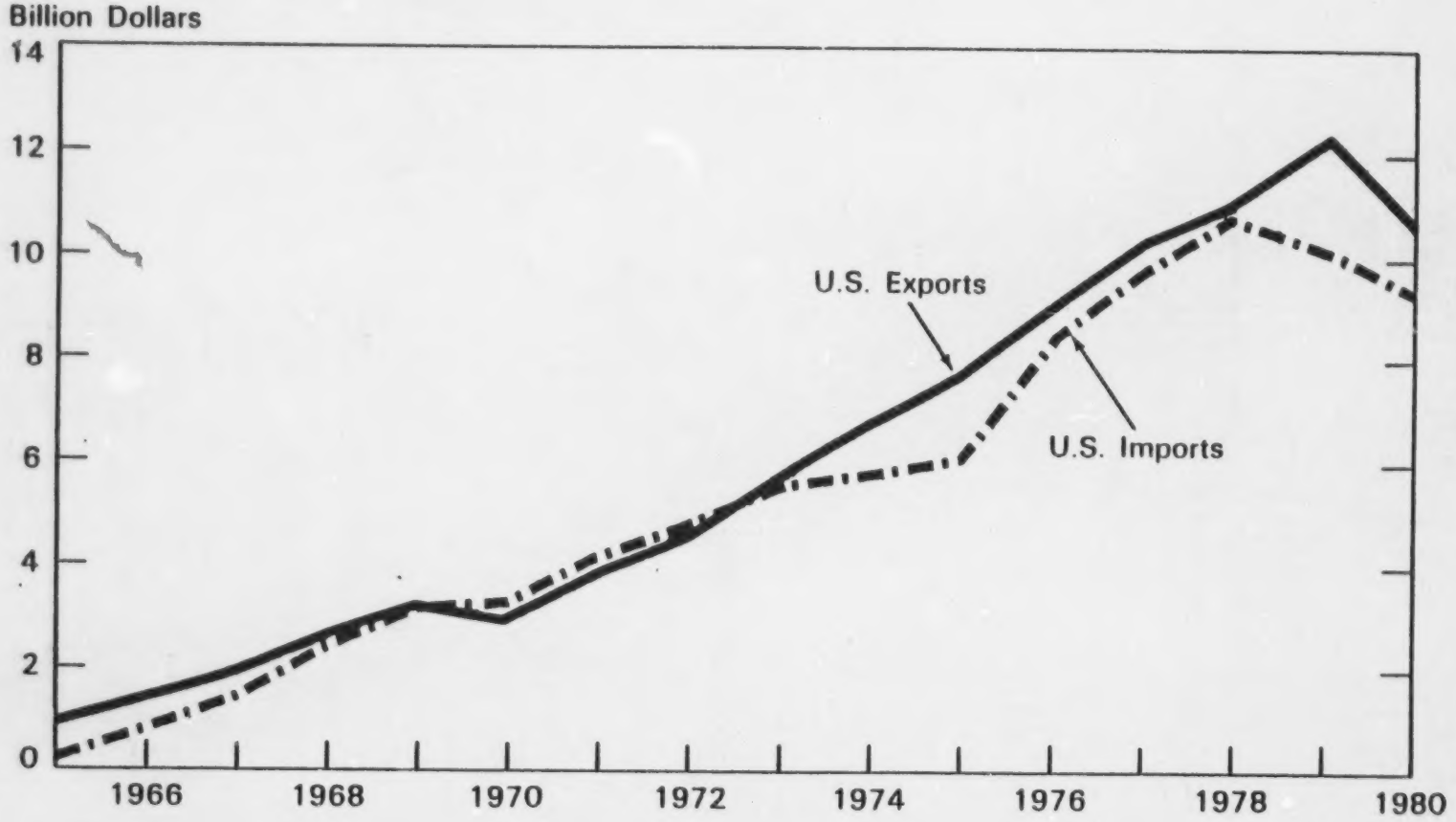
	December		Cum. Jan. thru Dec.	
	1980	1979	1980	1979
Automotive imports: 1/				
Duty-free 2/				
Passenger cars	364.5	282.0	3,775.8	3,693.9
Trucks, buses, and chassis	203.6	136.7	1,870.8	1,959.0
Parts and accessories	234.3	192.3	2,589.3	3,476.1
Total, duty-free	802.4	611.0	8,235.9	9,129.0
Dutiable:				
Passenger cars	2.5	1.1	25.9	13.0
Trucks, buses, and chassis	2.8	2.4	22.2	18.6
Parts and accessories	29.8	27.2	319.4	355.2
Tires and tubes	62.1	17.8	196.3	199.5
Total, dutiable	97.2	48.5	563.8	586.3
Total duty-free and dutiable:				
Passenger cars	367.0	283.1	3,801.7	3,706.9
Trucks, buses, and chassis	206.4	139.1	1,893.0	1,977.6
Parts and accessories	264.1	219.5	2,908.7	3,831.3
Tires and tubes	62.1	17.8	196.3	199.5
Total, automotive imports	899.6	659.5	8,799.7	9,715.3

1/ Preliminary and subject to revision.
U.S. Imports are FAS or transaction values as published by Bureau of the Census. Canadian automotive imports are valued on similar basis.

2/ US Automotive product imports from Canada duty-free under the United States Canada Automotive Agreement.

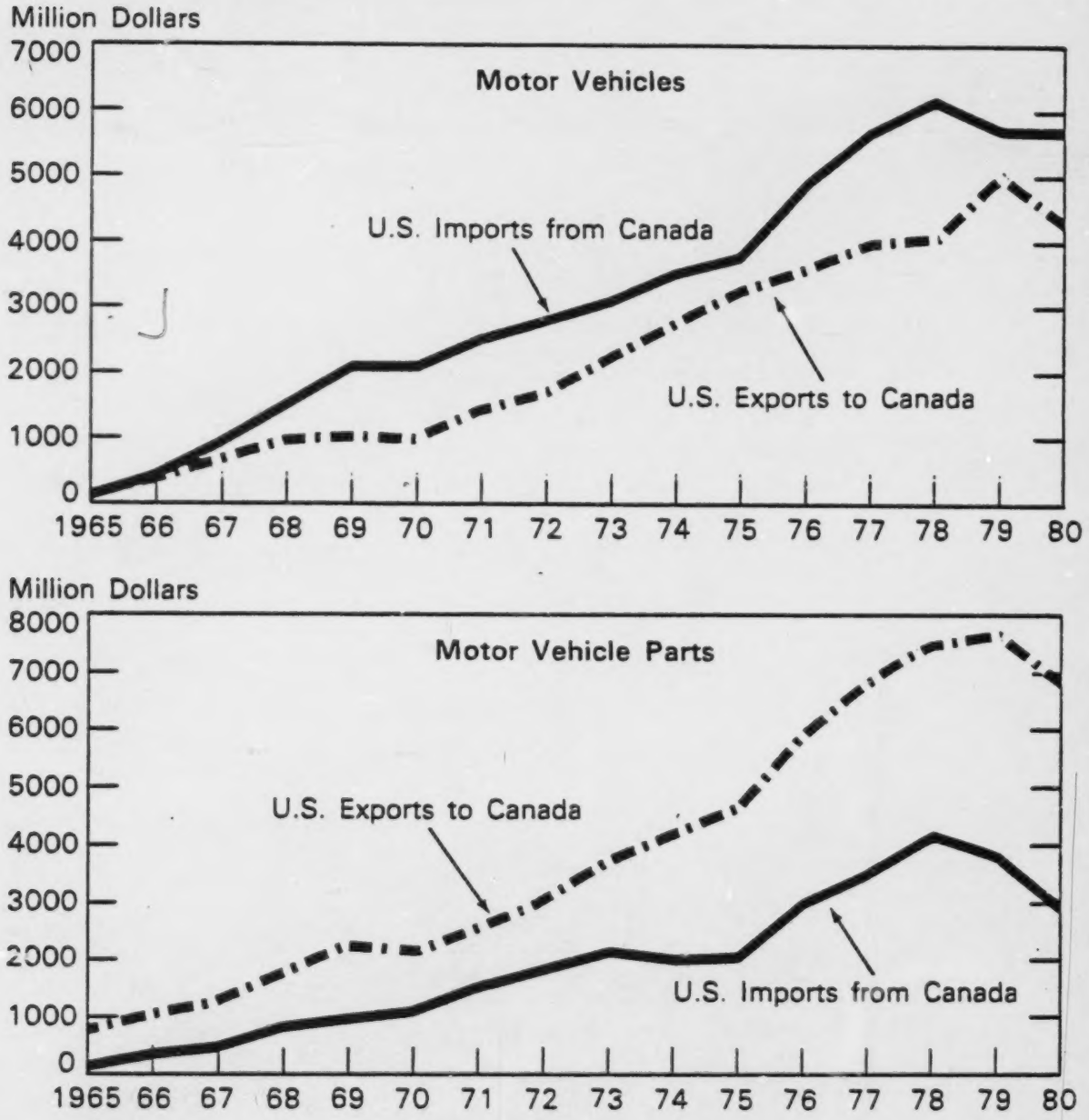
SOURCE: U.S. Bureau of the Census.
NOTE: Monthly figures are preliminary and cumulative year end totals may contain annual corrections not distributed by months.

Chart 2
United States-Canada Trade in Automotive Products, 1965-1980



SOURCES: U.S. Department of Commerce; Statistics Canada.

Chart 3
Trade in Automotive Products, United States and Canada, 1965-1980



SOURCES: U.S. Department of Commerce; Statistics Canada.

of parts remains the "basket" category of "not otherwise provided for," which in 1980 totaled $1,055 billion or 41 percent of the duty-free imports of motor vehicle parts. Other large volume categories are: engines and their parts; truck bodies; brakes; springs; transmissions and auto furniture. Of the $0.9 billion decline in duty-free parts imports during 1980, engines and engine parts accounted for $271 million, the "basket" category $269 million, brakes $79 million, truck bodies $71 million, car transmissions $48 million and suspension springs $47 million.

During 1980, the number of cars shipped from Canada to the United States declined 11 percent to 595,000, while shipments of cars to Canada declined 15 percent to 507,000.

AUTOMOTIVE TRADE STATISTICS

A series of consultations in 1970 between government statistical experts from both the United States and Canada led to an agreement that a cooperative effort was necessary to prepare a complete accounting of automotive products trade. Neither U.S. nor Canadian export statistics are sufficiently detailed to reflect accurately all trade covered by the Agreement, particularly in components that are not exclusively automotive (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). In addition, a joint U.S.-Canadian committee studying overall bilateral trade stastics found that a substantial amount of automotive products exports are never reported in the first place, due to slippages in submission and collection of documentation.17/ Therefore, the two nations agreed that each would use its own statistics (in which all products eligible for duty-free treatment

17/ The study titled The Reconciliation of U.S.-Canada Trade Statistics 1970, a Report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Department of Commerce, Bureau of the Census, and Statistics Canada.

are broken out separately) to report imports and the other country's import statistics to report exports.

Tables A, B, and C (pages 12, 14 and 15) were prepared using the method described in the previous paragraph and represent the most accurate way of measuring trade under the Automotive Products Agreement.

The U.S. imports for 1974 through 1977 in Table A were compiled using free alongside ship (f.a.s.) import values as now published by the Bureau of the Census. The f.a.s. values are not comparable to the frequently used "customs value basis" import statistics, in which imports are valued at prices constructed by the Bureau of Customs for duty purposes.

U.S. AUTOMOTIVE PRODUCTS TRADE WITH COUNTRIES OTHER THAN CANADA

The statistics used in the tables covering automotive products trade with countries other than Canada are based entirely on Bureau of the Census statistics. Consequently, the figures from Tables 12, 13 and 14[18/] used in this section are not comparable with data given on U.S.-Canadian trade in automotive products in Table A on page 12.

U.S. imports in 1980 of automotive products from countries other than Canada comprised 69 percent of all automotive products imports, up from 63 percent in 1979. The value of the imports

18/ Table 12, page 50
Table 13, page 51
Table 14, page 52

(excluding Canada) reached $18.4 billion, 15 percent over 1979. The increase, following an 18 percent rise in 1979 and 38 percent in 1978, contrasts sharply with the declines in imports from Canada and in U.S. production.

Japan is the largest supplier to the United States, originating 42 percent of total 1980 imports. Germany, the largest supplier after Japan and Canada, originated 16 percent.

The identification of parts imports, excluding Canada, for assembly (original equipment) or for maintenance and repair (aftermarket) is not possible in the statistical data. The proportion of parts for assembly is still estimated to be relatively small. However, developments in recent years - including opening of the Volkswagen plant in Pennsylvania and recent foreign sourcing of engines and transaxles - are contributing to a growing volume of parts for assembly. For example, imported parts were estimated to have a 5 to 6 percent share of the U.S. automotive original equipment parts market in 1980; the imports' share is expected to grow to 12 to 15 percent in 1990.[19/] Due to this trend toward increased sourcing of original equipment parts to foreign suppliers and a growing demand for aftermarket parts to service the increasing number of overseas - produced motor vehicles in this country, the proportion of parts to total automotive product imports is rising. Excluding Canada, the proportion has almost doubled since 1965, from 9 percent to 17 percent.

19/ Worldwide Competitiveness of the U.S. Automobile Industry and Its Parts Suppliers During the 1980's, Arthur Anderson & Company, February 1981.

Exports of automotive products to all countries except Canada rose 9 percent to $6.6 billion in 1980. Car exports dropped 33 percent; however, truck exports rose 11 percent and parts 26 percent. Mexico remained the largest export market, taking $1.5 billion or 22 percent of U.S. exports to all countries except Canada.[20/] Saudi Arabia continued as the second largest export market in 1980, taking imports valued at $673 million, with Venezuela in third place at $436 million.

Automotive products in 1980 were 7 percent of total exports of all commodities, down from 9 percent in 1979. Imports of automotive products in 1980 were 11 percent of total commodity imports, down from 12 percent in 1979.[21/]

CANADIAN AUTOMOTIVE TRADE WITH COUNTRIES OTHER THAN THE UNITED STATES

Canadian exports of automotive products to countries other than the United States were valued at $891 million in 1980, a 5 percent increase from 1979, and amounted to 10 percent of total Canadian automotive exports.[22/] Excluding the U.S., exports of vehicles in 1980 amounted to $540 million, a 13 percent increase over the previous year. Australia remained the largest single overseas market, taking $44 million or 5 percent of the total in 1980.[23/]

Canada's 1980 imports of $1.365 billion of automotive products from countries other than the United States were 39 percent above 1979. A 63 percent increase in the imports of passenger cars to $878 million accounted for almost 90 percent of the total increase in automotive product imports during 1980.

Japan and West Germany are the largest overseas suppliers of automotive products to Canada and in 1980 together they furnished 75 percent of imports.

20/Table 13, page 51
21/Table 15, page 53
22/Table 18, page 56
23/Table 16, page 54

CHANGES IN THE AGREEMENT

In April 1980, the Government of Canada requested formal consultations with the United States under the provisions of Article IV of the Automotive Products Agreement. The consultations began in June and continued through 1980, but did not result in any changes in the Agreement.

The Canadian Government made known its concerns for the Canadian automotive industry, including the continuing deficit in automotive products trade with the United States, and its desires to increase automotive investment, parts production and research and development in Canada. Canadian officials also described possible modification of the rules and regulations established by Canada to implement the agreement.

U.S. officials emphasized that the future of the North American Automotive Industry is a matter of great concern to both the United States and Canadian Governments and that any new measures affecting the exchange of automotive products between our two countries under the bilateral Agreement should be the subject of Government to Government agreement. However, U.S. officials also made clear that the United States is not presently engaged in a renegotiation of the terms of the Automotive Products Agreement nor has it agreed to any modifications of the Agreement.

The United States would consider any modifications (unilaterally implemented by Canada) a change in the terms of the bilateral Agreement, subject to Section 205(b) of the U.S. Automotive Products Trade Act of 1965 and require the express approval of both the Executive Branch and the Congress of the United States.

ADJUSTMENT ASSISTANCE

The Automotive Products Trade Act of 1965 provided special adjustment assistance procedures for individual firms or groups of workers dislocated primarily because of the operation of the Agreement. These provisions expired June 30, 1968. Prior to the expiration of these provisions, petitions for adjustment assistance were filed by 21 groups of workers. Certifications were issued in 14 cases and weekly allowance payments totaling about $4.1 million were made to approximately 1,950 workers.

GENERAL AGREEMENT ON TARIFFS AND TRADE WAIVER

Article I of the General Agreement on Tariffs and Trade provides for the extension of unconditional most-favored-nation treatment with respect to customs duties levied on products imported from the GATT contracting parties. Under the Automotive Products Agreement certain automotive products are allowed duty-free entry into the United States only when imported from Canada. It was, therefore, necessary for the United States to obtain a waiver of its GATT obligations to the extent required to put the Agreement into effect. The waiver, approved on December 20, 1965, provided for an annual report, a review by the GATT contracting parties after two years, and, if necessary, biennially thereafter. The U.S. reports to GATT have been based on the Annual Reports by the

President to the Congress on the Operation of the Automotive Products Trade Act of 1965.

The waiver provides for consultations between the United States and any contracting party which believes that elimination of the U.S. customs duties on imports of an automotive product from Canada has created a significant diversion of U.S. imports of that automotive product from the requesting country. No request for such consultations has been received by the United States.

"BONA FIDE" MOTOR VEHICLE MANUFACTURERS

Under the Automotive Products Trade Act of 1965, imports of Canadian original motor vehicle equipment will be duty-free when made pursuant to an order, contract, or letter of intent from a bona fide motor vehicle manufacturer in the United States. The Act defines such a manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week.

The Secretary of Commerce has delegated this responsibility to the Director, Bureau of Industrial Economics. Rules and Regulations published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations outline procedures for filing by motor vehicle manufacturers. They also provide for preparation, maintenance, and publication of a list of these manufacturers.

These rules and regulations state that a person shall be regarded as having the capacity to produce a complete motor vehicle only if the operations include the assembly of two or more major components (e.g., the attachment of a body to a chassis) to create a new motor vehicle ready for use.

As of May 1, 1981, a total of 214 U.S. manufacturers were certified as "bona fide motor vehicle manufacturers."[24/] Certification of a manufacturer is valid for a 12-month period from the date the Secretary determines the manufacturer is qualified, and is renewable. The certified manufacturers are engaged in one or more of the following types of business: (1) manufacture of motor vehicles, including motor vehicle chassis; (2) manufacture and installation of motor vehicle bodies, and other motor vehicle equipment on new chassis; and (3) installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

The manufacturers are located in 38 states with Ohio, Michigan, New Jersey, Illinois, Indiana, New York, Texas, Wisconsin and Pennsylvania leading the list in number of establishments.

The Government of Canada lists 83 Canadian firms that as of June 1980 are considered to be motor vehicle manufacturers.[25/]

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TABLE 1.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-80

SALES IN UNITED STATES
(Thousands of Units)

Year	Automobiles			Trucks			
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	Total Vehicles
1965	8,763	569	9,332	1,539	44	1,583	10,915
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,773	336	4,109	15,421
1979	8,328	2,330	10,658	3,010	469	3,479	14,137
1980	6,581	2,390	8,971	2,002	486	2,488	11,459

Source: Motor Vehicle Manufacturers Association and Ward's Reports

SALES IN CANADA
(Thousands of Units)

Year	Automobiles			Trucks			
	North American Type	Overseas Import Type	Total	North American Type	Overseas Import Type	Total	Total Vehicles
1965	634	75	709	120	2	122	831
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366
1979	864	139	1,003	381	12	393	1,396
1980	741	191	932	310	21	331	1,263

Source: Statistics Canada

TABLE 2.--U.S. MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-80

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	9,335.2	1,802.6	11,137.8
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,176.6	3,722.6	12,891.7
1979	8,433.7	3,046.3	11,480.0
1980	6,375.5	1,632.8	8,008.3

Source: Motor Vehicle Manufacturers Association

TABLE 3.--CANADIAN MOTOR VEHICLE PRODUCTION, CALENDAR YEARS 1965 and 1970-80

(Thousands of Units)

Year	Passenger cars	Trucks and buses	Total
1965	706.8	139.8	846.2
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5
1979	987.7	644.0	1,631.7
1980	846.8	527.5	1,374.3

Source: Statistics Canada

TABLE 4.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN THE UNITED STATES
Annual average 1965 and 1970-1980 (1967=100)

Year	Producer Price Index			Consumer Price Index
	Passenger Cars	Motor Trucks	Motor Vehicle Parts 1/	New Passenger Cars
1965	100.1	97.5	--	100.0
1970	106.6	110.9	112.9	107.6
1971	112.2	118.5	120.2	112.0
1972	114.9	121.1	126.0	111.0
1973	115.4	123.0	127.5	111.1
1974	123.1	136.9	143.8	117.5
1975	134.2	152.4	172.8	127.6
1976	142.2	164.6	182.7	135.7
1977	150.6	177.5	195.6	142.9
1978	161.6	193.4	208.6	153.8
1979	174.4	210.8	225.8	166.0
1980	189.1	232.0	252.6	179.3

1/ The index for "motor vehicle parts" was first computed in 1967. Comparable data for earlier years are not available.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 5.--PRICE INDEXES FOR AUTOMOTIVE EQUIPMENT IN CANADA
Annual average 1965 and 1970-80 (1967=100)

Year	Industrial selling price index 1/					Consumer Price Index
	Passenger cars 2/			Motor trucks	Motor vehicle parts and accessories	New Passenger Cars
	Total 3/	Hardtop	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.4	110.5
1974	106.8			129.9	123.3	118.4
1975	114.2			143.0	140.7	126.0
1976	117.4			153.5	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6			185.6	187.7	154.7
1979	4/153.1			4/ 209.3	4/202.3	173.4
1980	4/172.1			4/ 232.6	4/223.6	193.8

1/ The industrial selling price indexes were revised in 1969 and in 1976. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

2/ The average index for passenger cars was introduced in January 1971; the indexes for individual passenger car models were discontinued in October 1973.

3/ 1971=100.

4/ Preliminary.

Source: Statistics Canada.
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 6.--PRICE OF TYPICAL MODEL, SUBCOMPACT 2-DOOR SEDAN WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1979-1981

	Price In United States Dollars	Price In Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars 3/	Amount U.S. Dollars	Percent
1979 Model Introduction					
Factory List Price	3,787	3,947	3,337	(450)	(11.9)
Sales/Excise Tax 1/		413	349	342	
Manufacturer's suggested retail price 2/	3,794	4,360	3,686	(108)	(2.8)
1980 Model Introduction					
Factory List Price	4,282	4,568	3,887	(395)	(9.2)
Sales/Excise Tax 1/		361	307	300	
Manufacturer's suggest retail price 2/	4,289	4,929	4,194	(95)	(2.2)
1981 Model Introduction					
Factory List Price	5,226	5,529	4,729	(497)	(9.5)
Sales/Excise Tax 1/		437	374	367	
Manufacturer's suggested retail price 2/	5,233	5,966	5,103	(130)	(2.5)

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tube and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rates: $ C.100 = $ U.S. Model years 1978, 0.91010; 1979, 0.84546; 1980, 0.85084; 1981, .85538.

TABLE 7.--PRICE OF TYPICAL POPULAR MODEL; 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS 1979-1981

	Prices In United States Dollars	Prices in Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars 3/	Amount U.S. Dollars	Percent
1979 Model Introduction					
Factory List Price	4,049	4,467	3,777	(272)	(6.7)
Sales/Excise Tax 1/		428	362	354	
Manufacturer's suggested retail price 2/	4,057	4,895	4,139	82	2.0
1980 Model Introduction					
Factory List Price	4,839	5,495	4,675	(164)	(3.4)
Sales/Excise Tax 1/		370	315	307	
Manufacturer's suggested retail price 2/	4,847	5,865	4,990	143	2.9
1981 Model Introduction					
Factory List Price	6,439	6,936	5,933	(506)	(7.9)
Sales/Excise Tax 1/		590	505	496	
Manufacturer's suggested retail price 2/	6,448	7,526	6,438	(10)	(.2)

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks, repealed as of August 15, 1971.

2/ Manufactuer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rates: $ C 1.00 = $ U.S. Model years; 1978, 0.91010; 1979, 0.81546; 1980, 0.85084; 1981, .85538.

TABLE 8.--PRICE OF TYPICAL POPULAR MODEL, 2-DOOR SEDAN, 8 CYLINDER WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1979-1981

	Price In United States Dollars	Price In Canada		Canadian Price Differential Over (under) U.S. Price	
		Canadian Dollars	United States Dollars	Amount U.S. Dollars	Percent
1979 Model Introduction					
Factory List Price	13,087	14,961	12,649	(438)	(3.3)
Sales/Excise Tax 1/		1,449	1,225	1,210	
Manufacturer's suggested retail price 2/	13,102	16,410	13,874	722	5.9
1980 Model Introduction					
Factory List Price	16,005	19,196	16,333	328	2.0
Sales/Excise Tax 1/		1,264	1,075	1,059	
Manufacturer's suggested retail price 2/	16,021	20,460	17,408	1,387	8.7
1981 Model Introduction					
Factory List Price	17,028	22,408	19,167	2,139	12.6
Sales/Excise Tax 1/		1,475	1,262	1,245	
Manufacturer's suggested retail price 2/	17,045	23,883	20,429	3,384	19.9

1/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971.

2/ Manufacturer's suggested retail price includes factory list price, sales tax or excise tax including that on tires and tubes and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

3/ Based on conversion rates; $ C.1.00 = $ U.S. Model years 1978, 0.91010; 1979, 0.84546; 1980, 0.85084; 1981, .85538.

TABLE 9.--TOTAL EMPLOYMENT IN THE U.S. AUTOMOTIVE PRODUCTS INDUSTRY, BASED ON U.S. 1972 STANDARD INDUSTRIAL CLASSIFICATION (SIC), ANNUAL AVERAGE 1972-80

(Thousands of Employees)

Year	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles (SIC 3711)	Trucks and Bus Bodies (SIC 3713)	Parts and Accessories (SIC 3714)	Automotive Stampings (SIC 3465)
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.5	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	947.3	443.0	45.8	426.5	110.7
1978	1,004.9	469.8	45.3	451.9	118.3
1979	994.6	464.2	45.8	444.4	115.0
1980	774.2	352.8	37.6	351.4	86.9

Source: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 10.--TOTAL ESTIMATED EMPLOYMENT 2/ IN CANADIAN AUTOMOTIVE PRODUCTS INDUSTRY BASED ON CANADIAN STANDARD INDUSTRIAL CLASSIFICATION (SIC) ANNUAL AVERAGE 1972-80 1/
(Thousands of Employees)

Year	Motor Vehicles (SIC 323-5)	Assembling (SIC 323)	Parts & Accessories (SIC 325)
1972	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.6	46.2
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2
1979	115.7	52.9	49.0
1980 3/	96.7	44.5	39.6

1/ Establishments with 20 or more workers.

2/ The employment figures in this table are estimates based on Statistics Canada's employment indexes.

3/ Preliminary.

Source: Statistics Canada
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

Table 11.--FAS VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1978-1980

(Thousands of U.S. Dollars)

TSUSA Number	Commodity	1978	1979	1980
	MOTOR VEHICLES			
692.0310	Automobile trucks, exc. truck tractors, gasoline	1,555,107	1,076,810	1,223,761
692.0320	Automobile trucks, exc. truck tractors, diesel	191,579	230,074	79,505
692.0330	Automobile truck tractors gasoline	3,750	44,511	832
692.0350	Automobile truck tractors exc. gasoline (diesel)	12,392	11,561	8,978
692.0720	Motor buses, gasoline	35,241	60,554	96,656
692.0740	Motor buses, exc. gasoline	10,346	41,486	81,930
692.1110	Four-wheel Passenger cars, new not over 4 cylinder	123,686	278,582	420,924
692.1115	Four-wheel passenger cars, new not over 6 cyl	974,097	966,813	1,656,971
692.1130	Four-wheel Passenger cars, new over 6 cylinders	3,003,941	2,446,051	1,697,431
692.1135	Four-wheel Passenger cars, new NSPF	162	1,291	52

TABLE 11. --CONTINUED

TSUSA Number (APTA)	Commodity	1978	1979	1980
692.1140	On-the-highway, four-wheeled automobiles, used.....	6,903	1,193	456
692.1160	Vehicles which operate in whole or in part on runners or skis.....	37,354	53,750	34,695
692.1180	Motor vehicles, n.e.s., exc. motor-cycles.....	49,207	117,959	7,335
692.2170	Chassis for motor buses.....	523	707	104
692.2180	Chassis, other.....	105,566	248,830	307,493
692.2360	Chassis for pass auto APTA.....	--	1	--
692.2380	Chassis for pass motor vehicles n.s.p.f.	1,796	3,276	1,699
692.2885	Chassis for truck tractors, gas.....	902	290	--
692.2888	Chassis for truck tractors, other.....	49,718	69,121	--
692.3120	Auto truck tractors gas fueled shipped separately.....	--	--	237
692.3140	Auto truck tractors NSPF shipped separately.....	--	--	50,379
	Total duty-free passenger cars.....	3,775,834	4,108,789	3,693,929
	Total duty-free truck, bus, sp. veh.....	1,893,604	2,053,881	1,958,969
	Total duty-free motor vehicles.....	5,669,438	6,162,670	5,652,898

TABLE 11.--CONTINUED

TSUSA Number (APTA)	Commodity	1978	1979	1980
207.0100	Articles of wood, n.s.p.f.....	3	9	--
220.4600	Articles of cork.....	--	--	--
220.4900	Cork disks, wafers etc., exc. tapered...	2	46	14
355.2700	Felt, batting, wadding.....	525	515	129
357.9100	Hoses of veg. fiber.....	--	--	--
357.9600	Hoses for liquids or gases, manmade.....	1,304	271	1
358.0300	V-belts, textile fibers & rubber.....	50	122	36
361.9000	Floor coverings and underlays, textile.....	3,286	5,276	6,650
389.8000	Textile articles n.s.p.f.....	437	224	1,039
517.8200	Brushes for elec. generators, etc.....	353	182	174
535.1500	Ceramic magnet & elec. wares n.e.c. Ceramic insulators.....	--	--	12
540.7299	Glass fibers, bulk, pads, etc.....	41	19	21
544.2000	Glass processed, n.e.s.....	--	400	211

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1978	1979	1980
544.3200		Toughened glass, shaped or formed.....	31,860	26,103	21,740
544.4200		Laminated glass.....	21,008	20,825	18,502
544.5200		Mirrors not over 1 square ft. reflecting area.....	4,732	3,994	1,413
544.5500		Mirrors over 1 square foot reflecting area.....	1	40	8
545.6200		Glass lens & filters and parts.....	15	41	--
545.6400		Glass reflecting lenses, buttons n.e.s.....	3	15	5
547.1600		Clock glass, curved surface, n.e.s.....	11	9	--
610.8100		Pipe & tube fittings, n.e.s.....	320	308	467
613.1600		Pipe & tube fittings, copper.....	--	--	--
613.1900		Pipe & tube fittings, other.....	162	158	227
618.4800		Pipe, tubes, blanks, fittings of aluminum.....	28	10	1
620.4700		Nickel pipe & tube fittings.....	477	--	--
642.2100		Ropes, cables, etc. with fittings.....	6,368	4,837	3,390
642.8600		Wire cloth copper cut shape.....	--	--	2

TSUSA Number	(APTA)	Commodity	1978	1979	1980
642.8800		Wire cloth other than copper etc. cut to shape.....	26	49	2
646.7910		Bolts, if Canadian article & original motor vehicle equipment.....	10,402	10	8,192
646.7920		Nuts, if Canadian article & original motor vehicle equipment.....	9,098	13,952	11,909
646.7930		Screws, if Canadian article & original motor vehicle equipment.....	21,259	19,259	12,934
646.7940		Bolts, nuts, screws, etc. n.s.p.f. Canadian art. for orig. MV equipment.....	4,566	4,099	2,362
646.9300		Locks and padlocks, n.e.s.....	391	533	73
647.0200		Hinges, fittings, mounting or iron, steel, aluminum or zinc for motor veh....	42,779	40,580	31,310
647.0600		Other hinges, fittings & mountings.....	494	693	231
652.1000		Flex metal hose or tubing.....	1,799	2,030	1,424
652.3900		Chains and parts of base metals.....	102	502	273
652.7600		Sign plates, name plates, numbers etc. of base metal.....	499	576	547
652.8500		Springs & leaves for motor vehicle suspension.....	161,629	121,031	73,625

TSUSA Number (APTA)	Commodity	1978	1979	1980
652.8700	Hairsprings	--	1	115
652.8900	Other springs	8,897	11,691	7,101
658.1000	Metal articles n.s.p.f	13,519	11,670	10,487
660.4300	Piston type compression-ignitions, engines	--	7,515	10
660.4900	Piston type engines ex-diesel	847,751	511,726	273,376
660.6300	Non piston type engines	--	2	71
660.5100	Cast iron parts not advanced for internal combustion engines	22,741	17,352	--
660.6800	Parts of piston type engines other than compression ignition engines	107,351	131,698	124,338
660.7200	Parts internal combustion engine n.e.s	5,374	1,647	2,694
660.8600	Non electric engines, motors & parts n.s.p.f	71	127	190
660.9300	Fuel injection pumps for compression ignition engines and parts	34	447	909
660.9500	Pumps for liquids n.e.s. and parts	23,022	--	--
660.9800	Pumps for liquids n.e.s. and parts	--	29,325	27,050
661.0700	Fans, blowers and parts n.e.s	21,505	15,751	13,667
661.1300	Compressors and parts	506	269	117
661.1600	Air pumps, vaccuum pumps and parts	20	--	--
661.2100	Air conditioning machines and parts	4,038	2,638	2,313

TSUSA Number	(APTA)	Commodity	1978	1979	1980
661.3600		Refrig. and Refrig. equipment.....	--	5	--
661.9300		Other cast iron parts.....	55	93	8
661.9600		Other parts for filtering machines n.e.s....	2	27	126
662.3600		Piston pump sprays and parts.....	203	216	39
662.5100		Other mechanical appliances n.e.s. for dispersing liquids.....	1,738	1,689	1,173
664.1100		Material handling equipment n.e.s.....	11,250	11,665	10,938
678.5100		Tape playing machines n.s.p.f. & parts	129	654	212
680.1600		Taps, cocks, valves and parts, copper.....	11	35	15
680.1800		Valves hand operated iron or steel.....	--	--	5,205
680.2300		Taps, cocks, valves and parts, other metal..	10,264	8,592	--
680.2400		Valves hand operated metal.....	--	--	810
680.2800		Taps, cocks, valves and parts, other.....	25,540	41,995	30,612
680.3100		Anti friction balls and rollers.....	2,179	2,251	1,139
680.3400		Ball bearings with integral shafts.....	4,005	4,310	2,588
680.3620		Ball bearings.....	4,403	6,372	3,015
680.3630		Parts of ball bearings.....	128	331	92
680.3640		Tapered roller bearings.....	162	123	14
680.3644		Tapered roller bearing cup assemblies.....	2,579	3,425	2,066

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1978	1979	1980
680.3648		Tapered roller bearing cone assemblies.....	4,845	4,310	2,980
680.3652		Tapered roller bearing parts n.e.s.....	98	24	36
680.3670		Other bearings.....	3,832	3,474	1,474
680.3820		Ball bearings.....	--	--	3,296
680.3830		Parts of ball bearings.....	--	--	26
680.4140		Tapered roller bearings cup and cones, assemblies in sets.....	--	--	1
680.4144		Tapered roller bearings cup assemblies.....	--	--	964
680.4148		Tapered roller bearings cone assemblies....	--	--	1,804
680.4152		Parts n.s.p.f. of tapered roller bearings..	--	--	46
681.3000		Lubrication fittings.....	13	157	1
681.4200		Machinery parts not containing electrical features n.s.p.f.....	43	160	118
682.6500		Generators, motors, and parts under 200 hp.....	6,340	6,241	3,081
682.7100		Permanent magnets.....	11	--	--
682.9100		Electro-magnetic couplings, etc.....	20	189	182
683.1100		Lead acid type storage batteries.....	4,952	8,664	9,549
683.1600		Other storage batteries and parts.....	5	116	469
683.6100		Electrical starting and ignition equip. for internal combustion engines.....	5,871	9,172	15,310

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1978	1979	1980
683.6600		Electrical lighting equip. designed for motor vehicles and parts	6,326	7,164	6,820
684.4100		Electric heaters and parts	3,215	4,500	4,464
684.6300		Telephonic apparatus instruments and parts	--	--	7
684.7100		Microphones, loudspeakers etc	699	716	68
685.5520		Radio receivers	30,184	40,583	18,768
685.5540		Other radio receiving equipment	8,224	7,448	7,089
685.7100		Electric sound and visual signaling apparatus	3,517	4,630	4,278
685.8100		Electrical capacitors fixed or variable	2,022	2,644	4,685
685.9100		Electrical switches, relays, etc. & parts	15,129	17,787	19,515
686.1100		Resistors fixed or variable	3,963	2,885	1,511
686.1900		Automatic voltage regulators for 6, 12, and 24 volt systems	13	30	14
686.6100		Sealed beam lamps	2,252	2,999	524
686.8100		Electric filament lamps under 100 volts n.e.s	2,621	1,914	1,216
687.6100		Television picture tubes n.e.s	61	--	--
688.0500		Insulated electrical conductors without fittings	3	--	2
688.0700		Electric conductor n.e.s. no fittings	--	--	3
688.1300		Ignition wiring sets	21,277	22,662	14,570

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1978	1979	1980
688.1600		Insulated electrical conductors with fitting, other	8,591	10,063	10,024
688.4600		Electrical articles & parts n.s.p.f	19	2,553	1,082
692.2110		Bodies (incl. cabs) for auto trucks	183,767	118,014	47,091
692.2120		Bodies (incl. cabs) for truck tractors	422	1,257	1,098
692.2130		Bodies for motorbuses	18,712	33,973	34,622
692.2320		Bodies for passenger automobiles	3	--	25
692.2340		Bodies for motor vehicles n.s.p.f	487	830	951
692.2500		Cast iron parts for motor vehicles not alloyed, not advanced	46	51	--
692.3310		Body stampings	9,249	8,493	8,792
692.3320		Bumpers	46,915	33,768	22,281
692.3330		Wheels designed to be mounted with pneumatic tires	91,058	83,640	64,329
692.3340		Hubcaps and wheelcovers	5,678	12,220	1,306
692.3350		Radiators	50,618	38,441	45,961
692.3360		Mufflers & tailpipes	21,712	22,995	29,085
692.2870		Other, incl. truck tractors	--	--	--
692.3372		Brakes and parts	99,627	156,982	77,593
692.3374		Transmissions for trucks and buses	103	9	26

TSUSA Number	(APTA)	Commodity	1978	1979	1980
692.3376		Transmissions for passenger auto.....	106,465	107,427	59,279
692.3378		Transmissions for motor vehicles n.s.p.f.....	463	58	33
692.3380		Shock absorbers for motor vehicles.....	7,061	6,829	10,604
692.3390		Parts n.s.p.f. of motor vehicles.....1,345,376		1,323,723	1,054,648
711.7900		Pressure gauges, thermostats, etc.....	8,213	5,331	2,013
711.9100		Taximeters and Parts.....	--	4	29
711.9900		Speedometers and parts.....	332	328	182
712.5100		Test record measuring instruments.....	316	10,938	12,082
721.2000		Clocks, clock movements and parts.....	629	3,790	178
727.0700		Furniture for motor vehicles.....	203,076	201,414	182,822
728.3000		Non textile floor coverings.....	2	--	29
745.8000		Buckles, buckle slides, fasteners and parts...	2,806	119	1
772.6600		Hose, pipe, and tubing n.s.p.f. of rubber or plastic.....	9,013	11,351	7,645
772.8100		Handles and knobs of rubber or plastic.....	6,633	6,855	5,141
772.8600		Closures, including caps, lids, etc. of rubber or plastic.....	368	344	211

TABLE 11.--CONTINUED

TSUSA Number	(APTA)	Commodity	1978	1979	1980
773.2600		Gaskets of rubber or plastic.....	12,766	14,696	10,847
773.3100		Electrical insulators of rubber or plastics..	3,074	1,867	318
774.7000		Articles n.s.p.f. of rubber or plastics.....	14,407	14,602	12,823
791.9100		Other leather articles n.s.p.f.....	--	31	12
		Total duty-free parts.....	3,825,029	3,476,061	2,543,448
		2/Grand total of all duty-free motor vehicles and parts.....	9,987,699	9,128,959	8,212,886

2/ Figures may not add due to rounding

TABLE 12.--U.S. AUTOMOTIVE TRADE 1/ TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA 1978-1980

(Millions of U.S. Dollars)

ITEM	Trade with all countries			Trade with Canada 2/			Trade with all countries except Canada		
	1978	1979	1980	1978	1979	1980	1978	1979	1980
U.S. Exports:									
Passenger cars	3,573	4,611	3,919	2,617	3,289	3,035	965	1,323	884
Trucks, buses and chassis	2,610	3,105	2,784	1,065	1,456	958	1,545	1,649	1,826
Parts and accessories	8,288	8,394	8,702	5,586	5,318	4,821	2,702	3,076	3,881
TOTAL Exports	14,471	16,110	15,405	9,268	10,062	8,814	5,203	6,048	6,591
U.S. Imports:									
Passenger cars	13,674	14,842	17,198	4,129	3,707	3,802	9,545	11,135	13,396
Trucks, buses and chassis	3,678	3,549	3,761	2,036	1,798	1,865	1,642	1,571	1,896
Parts and accessories	6,086	6,754	5,644	3,729	3,544	2,577	2,357	3,210	3,067
TOTAL Imports	23,438	25,145	26,603	9,894	9,229	8,244	13,544	15,916	18,359
U.S. Net Exports (-) 3/	(8,697)	(9,035)	(11,198)	(626)	833	570	(8,341)	(9,868)	(11,768)

1/ The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports and imports of tires and tubes are not included. Figures may not add to totals due to rounding. Import values are F.A.S. values.

2/ The purpose of this table is to compare U.S. automotive trade balance with Canada and with the rest of the World. Therefore, imports of automotive products newly identified by the Automotive Products Trade Act of 1965 (APTA) are not included because similar items are not identifiable in the statistics of imports from other countries. See Table 14 for totals of these new APTA items from Canada.

3/ The net balance shown for U.S. automotive trade with Canada in the above table is the most representative figure possible on the basis of U.S. trade statistics. However, see discussion of U.S.-Canada automotive trade statistics in Section II.

Source: Bureau of the Census.

TABLE 13.--U.S. AUTOMOTIVE EXPORTS 1/ CALENDAR YEARS 1978-1980
(Millions of U.S. Dollars)

Country of Destination	Passenger Cars			Trucks and buses			Parts and accessories			Total Exports		
	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980
Canada	2,617	3,288	3,035	1,065	1,456	958	5,586	5,318	4,821	9,268	10,062	8,814
Belgium and Luxembourg	45	91	35	14	10	16	99	107	137	158	208	188
West Germany	85	142	41	25	38	26	132	134	154	242	314	221
United Kingdom	10	15	7	22	30	23	141	154	178	173	199	208
Japan	91	117	60	18	21	21	88	70	97	197	208	178
Mexico	75	20	27	61	99	117	640	906	1,324	776	1,025	1,468
Kuwait	96	158	139	45	39	59	35	48	61	176	243	259
Saudi Arabia	176	245	210	240	238	319	112	119	144	528	602	673
Colombia	17	16	24	81	112	112	98	104	92	196	232	228
Venezuela	60	57	35	239	139	102	280	269	299	579	465	436
Australia	1	3	1	40	47	53	149	210	191	190	260	245
Other countries	300	459	305	760	876	977	928	957	1,204	1,989	2,292	2,486
TOTAL	3,575	4,611	3,919	2,610	3,105	2,783	8,288	8,394	8,702	14,471	16,110	15,404

1/ The figures are not all inclusive inasmuch as some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available in U.S. foreign trade statistics. Exports of tires and tubes are not included. Figures may not add to totals because of rounding.

TABLE 14.--U.S. AUTOMOTIVE IMPORTS 3/ CALENDAR YEARS 1978-1980
(Millions of U.S. Dollars)

Country of Origin	Passenger cars			Trucks and buses			Parts and accessories			Total Imports		
	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980
Canada												
Traditional automotive 1/	4,129	3,707	3,802	2,036	1,978	1,865	3,729	3,544	2,888	9,894	9,229	8,555
New APTA 2/	--	--	--	--	--	--	431	287	--	431	287	--
Total	4,129	3,707	3,802	2,036	1,978	1,865	4,160	3,831	2,888	10,325	9,516	8,555
France	96	119	257	--	1	24	174	236	204	270	356	485
West Germany	2,793	3,212	3,701	50	23	13	612	764	674	3,455	3,999	4,388
Italy	274	378	297	--	--	16	27	44	60	301	422	373
Sweden	317	429	463	10	14	9	15	24	22	342	467	494
United Kingdom	310	320	297	15	12	12	123	210	210	448	542	519
Japan	5,736	6,665	8,362	1,308	1,458	1,750	948	1,086	1,103	7,992	9,209	11,215
Other countries	19	12	19	55	63	72	211	846	794	285	921	885
Total	13,674	14,842	17,198	3,678	3,549	3,761	6,086	7,041	5,955	23,438	25,432	26,914

1/ Traditional automotive imports from Canada include those imports identifiable as automotive products in import figure from all countries.

2/ New APTA imports include those imports from Canada which were newly identified by the Automotive Products Trade Act of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in the U.S. export data.

3/ F.A.S. Values.

Note: Figures may not add to total because of rounding.

Source: Bureau of the Census.

TABLE 15.--TOTAL U.S. TRADE 1/ (ALL COMMODITIES) WITH THE WORLD AND WITH CANADA, CALENDAR YEAR 1965 and 1978-1980

	1965	1978	1979	1980
Exports, including reexports:				
To all countries, total	27,630	143,660	181,802	220,705
To Canada	5,658	28,372	33,096	35,395
Canada's percent of total	19.9	19.7	18.2	16.0
Imports, general:				
From all countries, total	21,429	171,978	206,327	240,834
From Canada, total	4,858	33,525	38,099	41,455
Canada's percent of total	22.7	19.5	18.5	17.2

1/ Including special category. F.A.S values, 1978-1980.

Source: Bureau of the Census.

TABLE 16.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1978-1980 2/
(Millions of U.S. Dollars) 1/

Country of Destination	Passenger cars			Trucks and Buses			Parts and accessories			Total		
	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980
United States	4,051	3,330	3,595	2,383	2,439	2,144	3,657	3,452	2,613	10,092	9,221	8,352
West Germany	9	7	2	--	1	2	6	7	8	16	15	12
United Kingdom	1	1	--	1	2	4	5	6	7	8	9	11
Sweden	--	--	--	3	3	5	5	7	5	8	11	10
South Africa	--	--	--	15	5	1	12	12	23	27	17	24
West Indies	1	2	1	1	1	--	4	3	2	5	6	3
Australia	--	--	--	6	8	5	50	67	39	56	75	44
All other countries	393	297	342	193	151	178	191	270	266	776	717	786
TOTAL	4,456	3,638	3,940	2,603	2,610	2,339	3,929	3,824	2,963	10,988	10,071	9,242

1/ Converted to U.S. dollars at the following exchange rates: 1978 U.S. $0.87729 = C.$1.00 for 1979 U.S. $0.85386 = C.$1.00: for 1980 U.S. $0.85530 = C.$1.00.

2/ Totals may not add due to rounding.

Source: Statistics Canada.

TABLE 17.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1978-1980 2/
(Millions of U.S. Dollars)1/

Country of Origin	Passenger Cars			Trucks and buses			Parts and accessories			Total		
	1978	1979	1980	1978	1979	1980	1978	1979	1980	1978	1979	1980
United States	2,665	3,199	2,898	1,173	1,681	1,066	6,772	6,908	6,146	10,610	11,789	10,110
West Germany	220	223	246	3	6	5	23	37	38	246	265	289
France	25	29	48	1	--	--	23	30	16	49	59	63
Italy	12	13	11	1	1	1	2	3	3	15	16	15
United Kingdom	33	32	37	3	6	2	27	29	27	63	67	66
Sweden	13	13	16	3	3	2	40	40	56	56	56	74
Japan	403	218	504	155	151	195	36	35	38	594	403	737
All other countries	4	122	16	10	6	6	46	99	96	59	117	118
Total	3,374	3,738	3,775	1,349	1,854	1,277	6,970	7,181	6,420	11,693	12,773	11,472

1/ Converted to U.S. dollars at the following exchange rates: 1978 U.S. $.87729 = C.$1.00: for 1979 U.S. $0.85386 = C.$1.00 : for 1980 U.S. $0.85530 = C.$1.00.

2/ Totals may not add due to rounding

Source: Statistics Canada

TABLE 18.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1978-1980 2/

(Millions of U.S. Dollars) 1/

	Trade with all Countries			Trade with United States			Trade with all Countries except the United States		
	1978	1979	1980	1978	1979	1980	1978	1979	1980
Canadian exports:									
Passenger cars	4,456	3,638	3,941	4,051	3,330	3,595	404	308	346
Trucks & Buses	2,603	2,610	2,338	2,383	2,439	2,144	220	170	194
Parts and Accessories	3,929	3,824	2,964	3,657	3,452	2,613	272	372	351
TOTAL	10,988	10,071	9,243	10,092	9,221	8,352	896	850	891
Canadian imports:									
Passenger cars	3,374	3,738	3,776	2,665	3,199	2,898	709	539	878
Trucks & Buses	1,349	1,854	1,279	1,173	1,681	1,066	175	178	213
Parts and Accessories	6,970	7,181	6,420	6,772	908	6,146	199	272	274
TOTAL	11,693	12,773	11,475	10,610	11,789	10,110	1,083	984	1,365
Canadian net Exports (-)	(705)	(2,702)	(2,232)	(518)	(2,568)	(1,758)	(187)	(134)	(474)

1/ Converted to U.S. dollars, at the following exchange rates: 1978 the rate was U.S. $.87729 = C.$1.00; for 1979 U.S. $0.85386 = C. $1.00; for 1980 U.S. $0.85530 = C. $1.00.

2/ Totals may not add due to rounding.

SOURCE: Statistics Canada.

V. APPENDIXES

Appendix A

Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada

The Government of the United States of America and the Government of Canada,

Determined to strengthen the economic relations between their two countries;

Recognizing that this can best be achieved through the stimulation of economic growth and through the expansion of markets available to producers in both countries within the framework of the established policy of both countries of promoting multilateral trade;

Recognizing that an expansion of trade can best be achieved through the reduction or elimination of tariff and all other barriers to trade operating to impede or distort the full and efficient development of each country's trade and industrial potential;

Recognizing the important place that the automotive industry occupies in the industrial economy of the two countries an the interests of industry, labor and consumers in sustaining high levels of efficient production and continued growth in the automotive industry;

Agreed as follows:

ARTICLE I

The Governments of the United States and Canada, pursuant to the above principles, shall seek the early achievement of the following objectives:

(a) The creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) The liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries;

(c) The development of conditions in which market forces may operate effectively to attain the most ecomonic pattern of investment, production and trade.

It shall be the policy of each Government to avoid actions which would frustrate the achievement of these objectives.

ARTICLE II

(a) The Government of Canada, not later than the entry into force of the legislation contemplated in paragraph (b) of this Article, shall accord duty-free treatment to imports of the products of the United States described in Annex A.

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1965, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

ARTICLE III

The commitments made by the two Governments in this Agreement shall not preclude action by either Government consistent with obligations under Part II of the General Agreement on Tariffs and Trade.

ARTICLE IV

(a) At any time, at the request of either Government, the two Governments shall consult with respect to any matter relating to this Agreement.

(b) Without limiting the foregoing, the two Governments shall, at the request of either Government, consult with respect to any problems which may arise concerning automotive producers in the United States which do not at present have facilities in Canada for the manufacture of motor vehicles, and with respect to the implications for the operation of this Agreement of new automotive producers becoming established in Canada.

(c) No later than January 1, 1968, the two Governments shall jointly undertake a comprehensive review of the progress made towards achieving the objectives set forth in Article I. During this review the Governments shall consider such further steps as may be necessary or desirable for the full achievement of these objectives.

ARTICLE V

Access to the United States and Canadian markets provided for under this Agreement may by agreement be accorded on similar terms to other countries.

ARTICLE VI

This Agreement shall enter into force provisionally on the date of signature and definitively on the date upon which notes are exchanged between the two Governments giving notice that appropriate action in their respective legislatures has been completed.

ARTICLE VII

This Agreement shall be of unlimited duration. Each Government shall however have the right to terminate this Agreement twelve months from the date on which that Government gives written notice to the other Government of its intention to terminate the Agreement.

IN WITNESS WHEREOF the representatives of the two Governments have signed this Agreement.

DONE in duplicate at Johnson City, Texas, this 16th day of January 1965, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.

(2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.

(3) Buses, when imported by a manufacturer of buses.

(4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.

(5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

(6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.

2. (1) "Automobile" means a four-wheeled passsenger automobile having a seating capacity for not more than ten persons;

(2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;

(3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;

(4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

(5) "Manufacturer" of vehicles of any following class, namely automobiles, buses or specified commercial vehicles, means, in relation to any importation of goods in respect of which the decription is relevant, a manufacturer that

(i) produced vehicles of that class in Canada in each of the four consecutive three months' periods in the base year, and

(ii) produced vehicles of that class in Canada in the period of twelve months ending on the 31st day of July in which the importation is made,

(A) the ratio of the net sales value of which to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in that period is equal to or higher than the ratio of the net sales value of all vehicles of that class produced in Canada by the manufacturer in the base year to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in the base year, and is not in any case lower than seventy-five to one hundred; and

(B) the Canadian value added of which is equal to or greater than than Canadian value added of all vehicles of that class produced in Canada by the manufacturer in the base year;

(6) "Net sales value" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act; and

(7) "Specified commercial vehicle" means a motor truck, motor truck chassis, ambulance or chassis therefor, or hearse or chassis therefor, but does not include:

(a) any following vehicle or a chassis designed primarily therefor, namely a bus, electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle, golf or invalid cart, straddle carrier, motor vehicle designed primarily for off-highway use, or motor vehicle specially constructed and equipped to perform special services or functions, such as, but not limited to, a fire engine, mobile crane, wrecker, concrete mixer or mobile clinic, or

(b) any machine or other article required under Canadian tariff item 438a to be valued separately under the tariff item regularly applicable thereto.

3. The Government of Canada may designate a manufacturer not falling within the categories set out above as being entitled to the benefit of duty-free treatment in respect of the goods described in this annex.

ANNEX B

(1) Motor vehicles for the transport of persons or articles as provided for in items 692.05 and 692.10 of the Tariff Schedules of the United States and chassis therefor, but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying truck tractors, or chassis therefor.

(2) Fabricated components, not including trailers, tires, or tubes for tires, for use as original equipment in the manufacture of motor vehicles of the kinds described in paragraph (1) above.

(3) Articles of the kinds described in paragraphs (1) and (2) above include such articles whether finished or unfinished but do not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry, exclusive of any landing cost and Canadian duty, was—

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1968, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

(b) with regard to chassis of the kinds described in paragraph (1), and articles of the kinds described in paragraph (2), more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States.

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

AN ACT To provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

SECTION 101. This Act may be cited as the "Automotive Products Trade Act of 1965."

PURPOSES

SEC. 102. The purposes of this Act are—

(1) to provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada signed on January 16, 1965 (hereinafter referred to as the "Agreement"), in order to strengthen the economic relations and expand trade in automotive products between the United States and Canada; and

(2) to authorize the implementation of such other international agreements providing for the mutual reduction or elimination of duties applicable to automotive products as the Government of the United States may hereafter enter into.

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

SEC. 201. (a) The President is authorized to proclaim the modifications of the Tariff Schedules of the United States provided for in title IV of his Act.

(b) At any time after the issuance of the proclamation authorized by subsection (a), the President is authorized to proclaim further modifications of the Tariff Schedules of the United States to provide for the duty-free treatment of any Canadian article which is original motor-vehicle equipment (as defined by such Schedules as modified pursuant to subsection (a)) if he determines that the importation of such article, is actually or potentially of commercial significance and that such duty-free treatment is required to carry out the Agreement.

IMPLEMENTATION OF OTHER AGREEMENTS

SEC. 202. (a) Whenever, after determining that such an agreement will afford mutual trade benefits, the President enters into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products of their respective countries which are motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such agreement.

(b) Whenever, after having entered into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products described in subsection (a), the President, after determining that such further agreement will afford mutual trade benefits, enters into a further agreement with such government providing for the mutual reduction or elimination

of the duties applicable to automotive products other than motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such further agreement.

(c) Before the President enters into the negotiation of an agreement referred to in subsection (a) or (b), he shall—

(1) seek the advice of the Tariff Commission as to the probable economic effect of the reduction or elimination of duties on industries producing articles like or directly competitive with those which may be covered by such agreement;

(2) give reasonable public notice of his intention to negotiate such agreement (which notice shall be published in the Federal Register) in order that any interested person may have an opportunity to present his views to such agency as the President shall designate, under such rules and regulations as the President may prescribe; and

(3) seek information and advice with respect to such agreement from the Department of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

(d)(1) The President shall transmit to each House of the Congress a copy of each agreement referred to in subsection (a) or (b). The delivery to both Houses shall be on the same day and shall be made to each House while it is in session.

(2) The President is authorized to issue any proclamation to carry out any such agreement—

(A) only after the expiration of the 60-day period following the date of delivery,

(B) only if, between the date of delivery and the expiration of such 60-day period, the Congress has not adopted a concurrent resolution stating in substance that the Senate and House of Representatives disapprove of the agreement, and

(C) in the case of any agreement referred to in subsection (b) with any country, only if there is in effect a proclamation implementing an agreement with such country applicable to products described in subsection (a).

(3) For purposes of paragraph (2) in the computation of the 60-day period there shall be excluded the days on which either House is not in session because of adjournment of more than 3 days to a day certain or an adjournment of the Congress sine die.

(e) This section shall cease to be in effect on the day after the date of the enactment of this Act.

EFFECTIVE DATE OF PROCLAMATIONS

SEC. 203. (a) Subject to subsection (b), the President is authorized, notwithstanding section 514 of the Tariff Act of 1930 (19 U.S.C., sec. 1514) or any other provision of law, to give retroactive effect to any proclamation issued pursuant to section 201 of this Act as of the earliest date after January 17, 1965, which he determines to be practicable.

(b) In the case of liquidated customs entries, the retroactive effect pursuant to subsection (a) of any proclamation shall apply only upon request therefor filed with the customs officer concerned on or before the 90th day after the date of such proclamation and subject to such other conditions as the President may specify.

TERMINATION OF PROCLAMATIONS

SEC. 204. The President is authorized at any time to terminate, in whole or in part, any proclamation issued pursuant to section 201 or 202 of this Act.

SPECIAL REPORTS TO CONGRESS

SEC. 205. (a) No later than August 31, 1968, the President shall submit to the Senate and the House of Representatives a special report on the comprehensive review called for by Article IV(c) of the Agreement. In such report he shall advise the Congress of the progress made toward the achievement of the objectives of Article I of the Agreement.

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or orginial equipment parts produced by such manufacturer in Canada after August 31, 1968, he shall

report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of enactment of this Act.

(c) The reports provided for in subsections (a) and (b) of this section shall include recommendations for such further steps, including legislative action, if any, as may be necessary for the achievement of the purposes of the Agreement and this Act.

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

SEC. 301. Subject to section 302 of this Act, a petition may be filed for tariff adjustment or for a determination of eligibility to apply for adjustment assistance under title III of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1901–1991) as though the reduction or elimination of a duty proclaimed by the President pursuant to section 201 or 202 of this Act were a concession granted under a trade agreement referred to in section 301 of the Trade Expansion Act of 1962.

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

SEC. 302. (a) After the 90th day after the date of the enactment of this Act and before July 1, 1968, a petition under section 301 of this Act for a determination of eligibility to apply for adjustment assistance may be filed with the President by—

(1) a firm which produces an automotive product, or its representative; or

(2) a group of workers in a firm which produces an automotive product, or their certified or recognized union or other duly authorized representative.

(b) After a petition is filed by a firm or group of workers under subsection (a), the President shall determine whether—

(1) dislocation of the firm or group of workers has occurred or threatens to occur;

(2) production in the United States of the automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the automotive product like or directly competitive therewith, has decreased appreciably; and

(3)(A) imports into the United States from Canada of the Canadian automotive product like or directly competitive with that produced by the firm, or an appropriate subdivision thereof, have increased appreciably; or

(B) exports from the United States to Canada of the United States automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the United States automotive product like or directly competitive therewith, have decreased appreciably, and the decrease in such exports is greater than the decrease, if any, in production in Canada of the Canadian automotive product like or directly competitive with the United States automotive product being exported.

(c) If the President makes an affirmative determination under paragraphs (1), (2), and (3) of subsection (b), with respect to a firm or group of workers, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance, unless the President determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause dislocation of the firm or group of workers.

(d) If the President makes an affirmative determination under paragraph (1) but a negative determination under paragraph (2) or (3) of subsection (b), with respect to a firm or group of workers, the President shall determine whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause dislocation of the firm or group of workers. If the President makes such an affirmative determination, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance.

(e)(1) In order to provide the President with a factual record on the basis of which he may make the determinations referred to in subsections (b), (c), and (d)

with respect to a firm or a group of workers, the President shall promptly transmit to the Tariff Commission a copy of each petition filed under subsection (a) and, not later than 5 days after the date on which the petition is filed, shall request the Tariff Commission to conduct an investigation related to questions of fact relevant to such determinations and to make a report of the facts disclosed by such investigation. In his request, the President may specify the particular kinds of data which he deems appropriate. Upon receipt of the President's request, the Tariff Commission shall promptly institute the investigation and promptly publish notice thereof in the Federal Register.

(2) In the course of each investigation conducted under paragraph (1), the Tariff Commission shall, after reasonable notice, hold a public hearing, if such hearing is requested (not later than 10 days after the date of the publication of its notice under paragraph (1)) by the petitioner or any other person showing a proper interest in the subject matter of the investigation, and shall afford interested persons an opportunity to be present, to produce evidence, and to be heard at such hearing.

(3) Not later than 50 days after the date on which it receives the request of the President under paragraph (1), the Tariff Commission shall transmit to the President a report of the facts disclosed by its investigation, together with the transcript of the hearing and any briefs which may have been submitted in connection with such investigation.

(f)(1) The President shall make each final determination under subsection (b) (c), or (d) with respect to a firm or group of workers only after he has sought advice from the Departments of Commerce, Labor, and the Treasury, the Small Business Administration, and such other agencies as he may deem appropriate.

(2) The President shall make each such final determination not later than 15 days after the date on which he receives the Tariff Commission's report, unless, within such period, the President requests additional factual information from the Tariff Commission. In this event, the Tariff Commission shall, not later than 25 days after the date on which it receives the President's request, furnish such additional factual information in a supplemental report, and the President shall make his final determination not later than 10 days after the date on which he receives such supplemental report.

(3) The President shall promptly publish in the Federal Register a summary of each final determination under this section.

(g) Any certification with respect to a group of workers made by the President under this section shall—

(1) specify the date on which the dislocation began or threatens to begin; and

(2) be terminated by the President whenever he determines that the operation of the Agreement is no longer the primary factor in causing separations from the firm or subdivision thereof, in which case such termination shall apply only with respect to separations occurring after the termination date specified by the President.

(h) Any certification with respect to a firm or a group of workers or any termination of such certification, including the specification of a date in such certification or termination, made by the President under this section shall constitute a certification or termination, including the specification of a date therein, under section 302 of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1902) for purposes of chapter 2 or 3 of title III of that Act.

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which was seriously injured by the operation of the Agreement.

(j) Notwithstanding any provision of chapter 3 of title III of the Trade Expansion Act of 1962 or of this title, applications based on any certification made by the President under this section for—

(1) trade readjustment allowances for weeks of unemployment beginning after January 17, 1965, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1965, and before such 90th day,

shall be determined in accordance with regulations prescribed by the Secretary of Labor.

(k) The President is authorized to exercise any of his functions under this section through such agency or other instrumentality of the United States Government as he may direct and in conformity with such rules or regulations as he may prescribe.

(l) For purposes of this section—

(1) The term "automotive product" means a motor vehicle or a fabricated component to be used as original equipment in the manufacture of motor vehicles.

(2) The term "dislocation" means—

(A) in the case of a firm, injury to the firm, which may be evidenced by such conditions as idling of productive facilities, inability to operate at a level of reasonable profit, or unemployment or underemployment, and which is of a serious nature; and

(B) in the case of a group of workers, unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof.

(3) The term "firm" includes an individual proprietorship, partnership, joint venture, association, corporation (including a development corporation), business trust, cooperative, trustees in bankruptcy, and receivers under decree of any court. A firm, together with any predecessor, successor, or affiliated firm controlled or substantially beneficially owned by substantially the same persons, may be considered a single firm where necessary to prevent unjustifiable benefits.

(4) The term "operation of the Agreement" includes governmental or private actions in the United States or Canada directly related to the conclusion or implementation of the Agreement.

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

SEC. 303. At the time the President transmits to the Congress a copy of any agreement pursuant to section 202(d)(1), he shall recommend to the Congress such legislative provisions concerning adjustment assistance to firms and workers as he determines to be appropriate in light of the anticipated economic impact of the reduction or elimination of duties provided for by such agreement.

AUTHORIZATION OF APPROPRIATIONS

SEC. 304. There are hereby authorized to be appropriated such sums as may be necessary from time to time to carry out the provisions of this title, which sums are authorized to be appropriated to remain available until expended.

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

SEC. 401. (a) The modifications of the Tariff Schedules of the United States provided for in this title shall not enter into force except as proclaimed by the President pursuant to section 201(a) of this Act.

(b) The rates of duty in column numbered 1 of the Tariff Schedules of the United States which are modified pursuant to section 201(a) of this Act shall be treated—

(1) as not having the status of statutory provisions enacted by the Congress, but

(2) as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party.

REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p.)" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 57, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

SEC. 403. In general headnote 3 (pp. 11 and 12) redesignate paragraphs (d), (e), and (f) as paragraphs (e), (f), and (g), respectively, and insert a new paragraph (d) as follows:

"(d) Products of Canada.

"(i) Products of Canada imported into the customs territory of the United States, whether imported directly or indirectly, are subject to the rates of duty set forth in column numbered 1 of the schedules. The rates of duty for a Canadian article, as defined in subdivision (d)(ii) of this headnote, apply only as shown in the said column numbered 1.

"(ii) The term 'Canadian article', as used in the schedules, means an article which is the product of Canada, but does not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry (that is, the actual purchase price, or, if not purchased, the export value, of such materials, plus, if not included therein, the cost of transporting such materials to Canada but exclusive of any landing cost and Canadian duty) was—

"(A) with regard to any motor vehicle or automobile truck tractor entered on or before December 31, 1967, more than 60 percent of the appraised value of the article imported into the customs territory of the United States; and

"(B) with regard to any other article (including any motor vehicle or automobile truck tractor entered after December 31, 1967), more than 50 percent of the appraised value of the article imported into the customs territory of the United States."

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

SEC. 404. In the headnotes for subpart B, part 6, schedule 6 add after headnote 1 (p. 325) the following new headnote:

"2. Motor Vehicles and Original Equipment Therefor of Canadian Origin.—(a) The term 'original motor-vehicle equipment', as used in the schedules with reference to a Canadian article (as defined by general headnote 3(d)), means such a Canadian article which has been obtained from a supplier in Canada under or pursuant to a written order, contract, or letter of intent of a bona fide motor-vehicle manufacturer in the United States, and which is a fabricated component intended for use as original equipment in the manufacture in the United States of a motor vehicle, but the term does not include trailers or articles to be used in their manufacture.

"(b) The term 'motor vehicle', as used in this headnote, means a motor vehicle of a kind described in item 692.05 or 692.10 of this subpart (excluding an electric trolley bus and a three-wheeled vehicle) or an automobile truck tractor.

"(c) The term 'bona fide motor-vehicle manufacturer', as used in this headnote, means a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months, and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce shall maintain, and publish from time to time in the Federal Register, a list of the names and addresses of bona fide motor-vehicle manufacturers.

"(d) If any Canadian article accorded the status of original motor-vehicle equipment is not so used in the manufacture in the United States of motor vehicles, such Canadian article or its value (to be recovered from the importer or other person who diverted the article from its intended use as original motor-vehicle equipment) shall be subject to forfeiture, unless at the time of the diversion of the Canadian article the United States Customs Service is notified in writing, and, pursuant to arrangements made with the Service—

"(i) the Canadian article is, under customs supervision, destroyed or exported, or

"(ii) duty is paid to the United States Government in an amount equal to the duty which would have been payable at the time of entry if the Canadian article had not been entered as original motor-vehicle equipment."

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

SEC. 405. (a) Redesignate item 692.25 (p. 326) as 692.27; in headnote 1(b) of subpart B, part 6, schedule 6 (p. 325) substitute "item 692.27" in lieu of "item 692.25"; and insert in proper numerical sequence new items as follows.

"	692.06	If Canadian article, but not including any electric trolley bus, three-wheeled vehicle, or trailer accompanying an automobile truck tractor (see general headnote 3(d))	Free	"
"	692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(d))	Free	"
"	692.21	Chassis, if Canadian article, except chassis for an electric trolley bus, or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.23	Chassis, if Canadian article, except chassis designed primarily for a vehicle described in item 692.15 or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.25	If Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.28	Automobile truck tractors, if Canadian article; other articles, if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"

" (a) Insert in proper numerical sequence new items as follows:

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motro-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (720.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(c) Insert in proper numerical sequence new items 353.27, 389.80, 728.30 745.80, and 774.70, each having an article description and rate as follows:

Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

207.01	652.89	683.11
220.46	660.43	683.16
357.91	660.45	683.61
357.96	660.47	683.66
358.03	660.51	684.41
517.82	660.53	684.63
535.15	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.86	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.58	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) * * *" subordinate to the immediately preceding article description, and having "Free" in rate of duty column numbered 1.

TITLE V—GENERAL PROVISIONS

AUTHORITIES

SEC. 501. The head of any agency performing functions authorized by this Act may—

(1) authorize the head of any other agency to perform any of such functions; and

(2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

SEC. 502. The President shall submit to the Congress an annual report on the implementation of this Act. Such report shall include information regarding new negotiatons, reductions or eliminations of duties, reciprocal concessions obtained, and other information relating to activities under this Act. Such report shall also include information providing an evaluation of the Agreement and this Act in relation to the total national interest, and specifically shall include, to the extent practicable, information with respect to—

(1) the production of motor vehicles and motor vehicle parts in the United States and Canada.

(2) the retail prices of motor vehicles and motor vehicles parts in the United States and Canada,

(3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and

(4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160–173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (55 Stat. 726) (relating to the Joint Committee on Reduction of Nonessential Federal Expenditures) is amended to read as follows:

"(e) There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this section."

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports: No. 537 (Committee on Ways and Means) and No. 1115 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965):
Aug. 31: Considered and passed House.
Sept. 28, 29: Considered in Senate.
Sept. 30: Considered and passed Senate, amended.
Oct. 5: Senate agreed to conference report.
Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 209, Oct. 28, 1965]

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE UNITED STATES AND CANADA

By the President of the United States of America

A PROCLAMATION

WHEREAS the United States and Canada on January 16, 1965, entered into an Agreement Concerning Automotive Products, which provides that Canada shall accord duty-free treatment to imports of certain automotive products of the United States and that, after enactment of implementing legislation, the United States shall accord duty-free treatment to certain automotive products of Canada retroactively to the earliest date administratively possible following the date on which the agreement has been implemented by Canada (art. II, 89th Cong. 1st sess., H. Rep. 537, 38);

WHEREAS the agreement of January 16, 1965, was implemented by Canada through the granting of the requisite duty-free treatment to United States products on January 18, 1965;

WHEREAS titles II and IV of the Automotive Products Trade Act of 1965 have been enacted to provide for modifications of the Tariff Schedules of the United States (19 U.S.C. 1202) to implement the agreement of January 16, 1965, such modifications to enter into force in the manner proclaimed by the President (79 Stat. 1016);

WHEREAS sections 201(a) and 203 of the Automotive Products Trade Act of 1965 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

WHEREAS I determine that the earliest date, after January 17, 1965, as of which it is practicable to give retroactive effect to this proclamation is January 18, 1965:

NOW, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1965, do proclaim (1) that the modifications of the Tariff Schedules of the United States provided for in sections 403 and 404 of that Act shall enter into force on the day following the date of this proclamation, and (2) that the modifications of the tariff schedules provided for in section 405 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-first day of October in the year of our Lord nineteen hundred and sixty-five, and of the Independence of [SEAL] the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-11584; Filed, Oct. 25, 1965; 4:21 p.m.]

APPENDIX D

United States Bona Fide Motor Vehicle Manufacturers List
May 1, 1981 with Date of Certification

Allentown Brake and Wheel
Service, Inc.
R.D. 3
P.O. Box 2088
Allentown, Pennsylvania 18001
October 15, 1980

Allied Truck Equipment
6280 S. Division
Grand Rapids, Michigan 49508
January 1, 1981

American Equipment and Trailer, Inc.
3707 Quirt
Lubbock, Texas 79408
December 1, 1980

American La France
Div. of A-T-O, Inc.
100 East LaFrance Street
Elmira, New York 14902
July 8, 1980

American Motors Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1981

American Trailer Service, Inc.
2814 North Cleveland Avenue
St. Paul, Minnesota 55113
January 18, 1981

American Transportation Corporation
Highway 65 South
Conway, Arkansas 72032
April 19, 1981

Amthor's Welding Service, Inc.
307 State Route 52 East
Walden, New York 12586
July 9, 1980

H. G. Anderson Equipment Corporation
213 Broadway
Menands, New York 12204
October 4, 1980

Antietam Equipment Corporation
P.O. Box 91
Hagerstown, Maryland 21740
January 1, 1981

Arkansas Trailer Mfg., Inc.
P.O. Box 4080
32nd & Elm Street
Little Rock, Arkansas 72214
January 1, 1981

Armored Vehicle Builder, Inc.
Route 41 Central Berkshire Blvd.
Pittsfield, Massachusetts 01201
April 30, 1981

Arrow Trailer & Equipment Co.
140 North Dirksen Parkway
Springfield, Illinois 62702
March 31, 1981

Artic Enterprises, Inc.
P.O. Box 635
Thief River Falls, Minnesota
56701
August 1, 1980

Ateco Equipment, Inc.
1241 Rodi Road
Turtle Creek, Pennsylvania 15145
April 1, 1981

Attex International, Inc.
6168 Woodbine Avenue
Ravenna, Ohio 44266
August 1, 1980

Automated Waste Equipment
Company, Incorporated
328 Fourth Street
Trenton, New Jersey 08638
September 1, 1980

Automotive Service Company
111-113 North Waterloo
Jackson, Michigan 49204
January 18, 1981

Avanti Motor Corporation
P.O. Box 1916
South Bend, Indiana 46634
January 1, 1981

Aztec Products
P.O. Box 659
Mansfield, Texas 74808
December 1, 1980

Beam Truck and Body Inc.
433 Cumberland Hill Road
Woonsocket, Rhode Island 02895
September 1, 1980

Bender's Sales and Service, Inc.
4805 Holland
Saginaw, Michigan 48601
November 15, 1980

Bethlehem Fabricators, Inc.
1700 Riverside Drive
P.O. Box A
Bethlehem, Pennsylvania 18015
January 20, 1981

Allan U. Bevier, Inc.
1201 Ridgely Street
Baltimore, Maryland 21230
March 31, 1981

Bibeau Enterprises
Route 102
Londonderry, N. H. 03053
October 16, 1980

Blue Bird Body Company
P.O. Box 937
Fort Valley, Georgia 31030
January 18, 1981

Boone Trailers, Inc.
154 Park Street
Palmer, Massachusetts 01069
December 31, 1980

Boyertown Auto Body Works
Third & Walnut Streets
Boyertown, Pennsylvania 19512
September 1, 1980

Brake and Electric Sales Corp.
300 Mystic Avenue
Medford, Massachusetts 02155
December 1, 1980

Brake Service & Parts, Inc.
170 Washington Street
Bangor, Maine 04401
January 1, 1981

Bristol-Donald Company, Inc.
Bristol-Donald Manufacturing Corp.
50 Roanoke Avenue
Newark, New Jersey 07105
January 1, 1981

Brown Cargo Van, Inc.
807 East 29th Street
Lawrence, Kansas 66044
April 30, 1981

Bud Industries, Inc.
100 Pulaski Street
West Warwick, Rhode Island 02893
December 5, 1980

Bus Andrews Equipment Sales
and Service, Inc.
2828 E. Kearney Street
Springfield, Missouri 65803
January 1, 1981

Bush Hog Loadcraft
P.O. Box 431
Brady, Texas 76825
November 1, 1980

Caelter Industries, Inc.
Purdy Avenue
Watertown, New York 13601
April 1, 1981

Capacity of Texas, Inc.
P.O. Box 7848
Longview, Texas 75602
December 1, 1980

Capitol Trailer & Body Company
3420 E. Broadway
North Little Rock, Arkansas 72117
December 1, 1980

The Carnegie Body Company
9500 Brookpark Road
Cleveland, Ohio 44129
January 1, 1981

Carpenter Body Works, Inc.
1500 W. Main Street
Mitchell, Indiana 47446
Janaury 1, 1981

C.E. Pollard Company
13575 Auburn
Detroit, Michigan 48223
July 27, 1980

Champion Carriers, Inc.
2321 E. Pioneer Drive
Irving, Texas 75061
October 20, 1980

Champion Home Builders, Co.
3573 E. North Street
Dryden, Michigan 48428
August 1, 1980

Checker Motors Corporation
2016 N. Pitcher Street
Kalamazoo, Michigan 49007
January 1, 1981

Cherry Valley Tank Div., Inc.
75 Cantiague Road
Westbury, New York 11590
April 1, 1981

Chrysler Corporation
CIMS 416-1606
Chrysler Center
12000 Lynn Townsend Drive
Highland Park, Michigan 48288
January 18, 1981

B.M. Clark Company, Inc.
Route 17 - P.O. Box 185
Union, Maine 04862
January 14, 1981

D.W. Clark Road Equipment
448 East Brighton Avenue
Syracuse, New York 13205
May 1, 1981

Clark Engineering of Brownwood, Inc.
P.O. Drawer 1386
Brownwood, Texas 76801
January 1, 1981

Clark Truck Equipment Company
6821 Academy Parkway West, N.E.
Albuquerque, New Mexico 87190
January 1, 1981

Clemett and Company, Inc.
2020 Lemoyne Street
Syracuse, New York 13211
July 1, 1980

Collins Industries, Inc.
Box 58 H.A.B.I.T.
Hutchinson, Kansas 67501
January 1, 1981

Commercial Truck & Trailer, Inc.
313 N. State Street
Girad, Ohio 44420
January 1, 1981

Cook Body Company
3701 Harlee Avenue
Charlotte, North Carolina 28208
October 22, 1980

Correct Manufacturing Corporation
London Road Extension
Delaware, Ohio 43015
July 1, 1980

Crenshaw Corporation
P.O. Box 24217
1700 Commerce Road
Richmond, Virginia 23224
July 1, 1980

Crown Coach Corporation
2428 East 12th Street
Los Angeles, California 90021
March 20, 1981

Dakota Manufacturing Co., Inc.
1910 South Rowley
Mitchell, South Dakota 57301
November 1, 1981

Daleiden, Inc.
425 E. Vine Street
Kalamazoo, Michigan 49001
January 31, 1981

Darby Equipment Company
P.O. Box 5698
3913 W. Marshall Avenue
Longview, Texas 75608
January 1, 1981

Dealers Truck Equipment Inc.
2123 Fern Valley Road
Louisville, Kentucky 40213
March 1, 1981

Dealers Truck Equipment Co., Inc.
2460 Midway Street
P.O. Box 31435
Shreveport, Louisiana 71130
January 1, 1981

Decker Tank Company
63 Royal Avenue
Hawthorne, New Jersey 07506
November 3, 1980

John Deere Horicon
Works of Deere and Company
220 East Lake Street
Horicon, Wisconsin 53032
June 1, 1980

D. P. Way Corporation
3288 W. Elm Street
Milwaukee, Wisconsin 53209
December 31, 1980

Dunham Manufacturing Co., Inc.
P.O. Box 430
Minden, Louisiana 71055
January 1, 1981

Duralite Truck Body and
Container Corporation
1300 Bush Street
Baltimore, Maryland 21230
January 1, 1981

Dutec, Incorporated
60 Lumber Street
Hopkington, Massachusetts 01748
January 15, 1981

Eagle International, Inc.
P.O. Box 4119
2045 Les Mauldin Blvd.
Brownsville, Texas 78520
January 1, 1981

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, New Jersey 07503
January 1, 1981

Eggiman Motor and Equipment
Sales, Inc.
1813 West Beltline Highway
P.O. Box 9432
Madison, Wisconsin 53715
December 31, 1980

Eight Point Trailer Corporation
6100 E. Washington Boulevard
Los Angeles, California 90040
January 18, 1981

Elder International
P.O. Box 2061
Houston, Texas 77001
August 1, 1980

Equipment Service, Inc.
40 Airport Road
Hartford, Connecticut 06114
April 1, 1981

E.D. Etnyre and Company
200 Jefferson Street
Oregon, Illinois 61061
October 1, 1980

E. & R. Trailer Sales, Inc.
RFD #1
Middle Point, Ohio 45863
January 1, 1981

Euclid Incorporated
22221 St. Clair Avenue
Cleveland, Ohio 44117
August 1, 1980

Ewell Equipment Company
307 N. Timberland Drive
Lufkin, Texas 75901
February 2, 1981

Excalibur Automobile Corporation
1735 South 106th Street
Milwaukee, Wisconsin 53214
May 22, 1980

Fifth Wheel, Incorporated
Box 15855
Tulsa, Oklahoma 74112
January 1, 1981

Fontaine Truck Equipment Company
653 Beale
P.O. Box 502
Memphis, Tennessee 38101
January 1, 1981

Ford Motor Company
The American Road
Dearborn, Michigan 48121
January 18, 1981

F&P Truck & Trailer Equip. Div.
264 Central Avenue
Newark, New Jersey 07103
October 12, 1980

Freightliner Corporation
4747 North Channel Avenue
Portland, Oregon 97217
December 14, 1980

Freuhauf Corporation
10900 Harper Avenue
Detroit, Michigan 48213
December 1, 1980

FWD Corporation
105 East 12th Street
Clintonville, Wisconsin 54929
January 1, 1981

Garnon Truck Equipment Company
1617 Peninsula Drive
P.O. Box 1358
Erie, Pennsylvania 16505
March 1, 1981

General Motors Corporation
3044 West Grand Boulevard
Detroit, Michigan 43202
January 18, 1981

General Truck Equipment
& Trailer Sales
5310 Broadway Avenue
Jacksonville, Florida 32205
January 1, 1981

Gilson Brothers Company
P.O. Box 152
Plymouth, Wisconsin 53073
September 26, 1980

Godfrey Brake Service & Supply, Inc.
Box 799
110 Poplar Street
Rapid City, South Dakota 57709
December 1, 1981

Gooch Brake & Equipment Company
506 Grand Avenue
Kansas City, Missouri 64106
January 1, 1981

Granning Service Corporation
3040 Wyoming Avenue
Dearborn, Michigan 48120
January 1, 1981

The Greyhound Corporation
Greyhound Tower
Phoenix, Arizona 85077
(doing business through)
Motor Coach Industries, Inc.
Pembina, North Dakota 58271 and
Transportation Mfg. Corp.
Roswell, New Mexico 88201
August 1, 1980

Grumman Flxible Corporation
970 Pittsburgh Drive
Delaware, Ohio 43015
January 1, 1981

Grumman Olson Division
Grumman Allied Industries
445 Broad Hollow Road
Melville, New York 11747
November 1, 1980

Hackney and Sons
400 Hackney Avenue
Washington, North Carolina 27889
January 1, 1981

Hackney & Sons (Midwest) Inc.
West Laurel Street and
Hackney Avenue
Independence, Kansas 67301
September 23, 1980

Hallenberger, Inc.
5716 Booneville Highway
P.O. Box 5085
Evansville, Indiana 47715
December 31, 1980

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
Milwaukee, Wisconsin 53201
April 1, 1981

Ha[illegible]s Rim and Wheel, Inc.
415 St. Paul Avenue
Knoxville, Tennessee 37901
September 23, 1980

Harris Rim and Wheel, Inc.
525 Peters Street S. W.
P.O. Box 10995
Atlanta, Georgia 30310
September 24, 1980

Harris Truck and Trailer
Sales, Incorporated
P.O. Box 619
Cape Girardeau, Missouri 63701
January 1, 1981

Heil Equipment Company of
Philadelphia, Incorporated
1223 Ridge Pike
Conshohocken, Pennsylvania 19428
January 1, 1981

Hendrickson Manufacturing Co.
P.O. Box 249
Burr Ridge, Illinois 60521
January 1, 1981

Hews Body Company
190 Rumery Street
South Portland, Maine 04106
January 18, 1981

Hillbuilt Mfg. Company
Division of Hill Equip. Co.
Route 7, Box 5089
Benton, Arkansas 72015
January 1, 1981

O.G. Hughes & Son, Inc.
4816 Rutledge Pike
P.O. Box 6277
Knoxville, Tennessee 37914
January 1, 1981

Ibex Manufacturing, Inc.
2331 South 2300 West
Salt Lake City, Utah 84125
August 1, 1980

Illinois Auto Central, Inc.
4750 S. Central Avenue
Chicago, Illinois 60638
October 1, 1980

International Harvester Co.
401 North Michigan Avenue
Chicago, Illinois 60611
January 18, 1981

Iroquois Mfg. Co., Inc.
Richmond Road
Hinesburg, Vermont 05461
March 1, 1981

Isometrics, Inc.
P.O. Box 660
Reidsville, North Carolina 27320
March 31, 1981

IVECO Trucks of North America
P.O. Box 1102
1730 Walton Road
Blue Bell, Pennsylvania 19422
January 1, 1981

Janesville Truck Equipment Co.
P.O. Box 466
3032 Cooper Drive
Janesville, Wisconsin 53545
February 1, 1981

Jeep Corporation
27777 Franklin Road
Southfield, Michigan 48034
January 1, 1981

Kaffenbarger Welding Company
10100 Ballentine Pike
New Carisle, Ohio 45344
January 1, 1981

Kawasaki Motors Corporation
2009 E. Edinger Avenue
Santa Ana, California 92711
January 1, 1981

Kay Wheel Sales Co., Inc.
1771 Tomlinson Road
Philadelphia, Pennsylvania 19116
September 24, 1980

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, Ohio 45408
January 1, 1981

Leland Equipment Company
5647 South 122 East Avenue
P.O. Box 45128
Tulsa, Oklahoma 74145
January 18, 1981

Loadcraft
P.O. Box 12959
Houston, Texas 77017
December 1, 1980

Loadcraft, Division of
Allied Products Corporation
P.O. Box 431
Brady, Texas 76825
December 31, 1980

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, South Carolina 29606
January 1, 1981

Mack Trucks, Inc.
P.O. Box M
Allentown, Pennsylvania 18105
January 1, 1981

Maday Body & Equipment Corporation
575 Howard Street
Buffalo, New York 14206
January 1, 1981

Madison Truck Equipment, Inc.
2410 South Stoughton Road
Madison, Wisconsin 53716
October 22, 1980

Manning Equipment, Inc.
12000 Westport Road
P.O. Box 23229
Louisville, Kentucky 40223
April 16, 1981

Mark Body Division
Core Industries
50625 Richard W. Boulevard
Mt. Clemens, Michigan 48045
March 31, 1981

Maxon Industries, Inc.
5750 South Eastern Avenue
City of Commerce, California 90040
August 16, 1980

Meadows Hydraulics Sales
and Service, Inc.
U.S. 13 and S. Division St.
Fruitland, Maryland 21826
September 23, 1980

Mickey Truck Bodies, Inc.
P.O. Box 2044
1305 Trinity Avenue
High Point, No. Carolina 27261
July 1, 1980

Middlehauff, Incorporated
1615 Ketcham Avenue
Toledo, Ohio 43608
January 18, 1981

Mid West Truck Equipment
Sales Corporation
4041 No. Brush College Road
R.R. 7 Box 463F
Decatur, Illinois 62521
February 22, 1981

M & M Equipment, Inc.
P.O. Box 152
Lebanon, New Hampshire 03766
March 14, 1981

Moline Body Company
222 - 52nd Street
Moline, Illinois 61265
January 6, 1981

Monon Trailer, Division of
Evans Transportation Co.
P.O. Box 655
Monon, Indiana 47959
April 8, 1981

Moore and Sons, Inc.
P.O. Box 30991
2900 Airways Boulevard
Memphis, Tennessee 38130
December 31, 1980

Morgan Trailer
Box 258
Morgantown, Pennsylvania 19543
January 1, 1981

Motor Truck Equipment Corp.
P.O. Box 47385
Dallas, Texas 75247
December 31, 1980

Nabors Trailer, Inc.
P.O. Box 979
Mansfield, Louisiana 71052
January 1, 1981

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, Michigan 49007
January 1, 1981

Nelson Manufacturing Company
6448 U.S. Route 224
Ottawa, Ohio 45875
January 1, 1981

The Ness Company
P.O. Box 667
270 N. Zarfoss Drive
York, Pennsylvania 17405
January 1, 1981

Newark Truck Parts, Inc.
560 Market Street
Newark, New Jersey 07105
January 1, 1981

New Method Equipment Company
P.O. Box 4638
707 - 27th Avenue, S.W.
Cedar Rapids, Iowa 52404
December 31, 1980

Novi Manufacturing Company
25701 Seeley Road
Novi, Michigan 48050
November 1, 1980

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, Ohio 45232
December 10, 1980

Olson Trailer & Body Builders Co.
2740 South Ashland Avenue
P.O. Box 2445
Green Bay, Wisconsin 54306
January 1, 1981

Omaha Standard, Inc.
2401 W. Broadway
Council Bluffs, Iowa 51501
January 1, 1981

Oshkosh Truck Corporation
2307 Oregon Street
Oshkosh, Wisconsin 54903
January 18, 1981

Ottawa Truck Corporation
Gulf & Western Manufacturing Co.
415 East Dundee Street
Ottawa, Kansas 66067
December 10, 1980

Outboard Marine Corporation
100 Sea Horse Drive
Waukegan, Illinois 60085
January 18, 1981

PACCAR, Incorporated
d/b/a Kenworth Truck Company
Peterbilt Motors Company
P.O. Box 1518
Bellevue, Washington 98009
January 18, 1981

Palmer Spring Company
355 Forest Avenue
Portland, Maine 04101
January 18, 1981

Peabody Galion
P.O. Box 607
500 Sherman Street
Galion, Ohio 44833
October 31, 1980

Peerless Division -
Lear Siegler Incorporated
18205 S. W. Boones Ferry Road
Tualatin, Oregon 97062
January 8, 1981

Perfection Equipment Company
P.O. Box 75540
5100 West Reno
Oklahoma City, Oklahoma 73147
January 12, 1981

Petroleum Equipment and
Supply Company, Inc.
321 Forbes Avenue
New Haven, Connecticut 06512
September 27, 1980

Pheonix Manufacturing, Inc.
375 West Union Street
Nanticoke, Pennsylvania 18634
February 20, 1981

Polar Tank Trailer, Inc.
R.R. 1
Holdingford, Minnesota 56340
September 31, 1980

Polaris E-Z-Go
Division of Textron, Inc.
P.O. Box 1284
1225 North County Road 18
Minneapolis, Minnesota 55440
July 1, 1980

Power Brake Service & Equip. Co.
1022 Carnegie Avenue
Cleveland, Ohio 44115
December 31, 1980

Progress Industries, Inc.
400 East Progress Street
Arthur, Illinois 61911
October 1, 1980

PSI Mobile Products, Inc.
25 Eldridge
Mt. Clemens, Michigan 48043
July 1, 1980

Quality Truck Equipment Co.
P.O. Box 102
I-55 Beltline & Mercer Avenue
Bloomington, Illinois 61820
November 15, 1980

Recreative Industries, Inc.
60 Depot Street
Buffalo, New York 14206
July 13, 1980

Reynolds & Son, Inc.
P.O. Box 380
Bridge Street
South Barre, Vermont 05670
January 1, 1981

Rowland Truck Equipment, Inc.
2900 N.W. 73rd Street
Miami, Florida 33147
November 19, 1980

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, Kentucky 41601
January 1, 1981

Ryder Truck Rental
P.O. Box 100
Pennsburg, Pennsylvania 18073
January 1, 1981

Ryder Truck Rental Inc.
4709 West 96th Street
P.O. Box 68490
Indianapolis, Indiana 46206
January 1, 1981

Schien Body and Equip. Company
North on University
Carlinville, Illinois 62626
August 1, 1980

Scientific Brake and Equipment Co.
P.O. Box 840
314 W. Genesee Avenue
Saginaw, Michigan 48606
January 19, 1981

Sharpsville Steel Equip. Company
6th & Main Streets
Sharpsville, Pennsylvania 16150
January 2, 1981

Skillcraft Industries, Inc.
1270 Ogden Road
Venice, Florida 33595
September 1, 1980

Smith-Moore Body Co., Inc.
P.O. Box 27287
Richmond, Virginia 23261
January 18, 1981

Somerset Welding & Steel, Inc.
P.O. Box 628
733 S. Center Avenue
Somerset, Pennsylvania 15501
January 1, 1981

South Florida Engineers, Inc.
5911 E. Buffalo Avenue
P.O. Box 11927
Tampa, Florida 33680
July 2, 1980

Spring Valley Dodge, Inc.
P.O. Box 419
19 South Main Street
Spring Valley, New York 10977
March 31, 1981

Steelfab, Incorporated
27 Marshall Street
P.O. Box 2305
Patterson, New Jersey 07509
June 1, 1980

Steffen Incorporated.
623 West 7th Street
Sioux City, Iowa 51103
November 4, 1980

Taylor-Dunn Mfg. Company
2114 West Ball Road
Anaheim, California 92804
October 3, 1980

Terex Corporation
State Route 91
Hudson, Ohio 44236
January 1, 1981

Toll Road Truck Equipment Co.
841 N. Bedford Street
East Bridgewater, Mass. 02333
February 1, 1981

Transport Equipment Company
3400 - 6th Avenue, South
P.O. Box 3817
Seattle, Washington 98124
January 18, 1981

Triangle Fleet Service
801 Coliseum Blvd. West
Fort Wayne, Indiana 46808
January 1, 1981

Truck Equipment Company, Inc.
1911 SW Washington Street
Peoria, Illinois 61602
January 18, 1981

Truck Equipment, Inc.
P.O. Box 1086
85 East Longfield Avenue
Mansfield, Ohio 44901
March 15, 1981

Truck Equipment, Inc.
680 Potts Avenue
Green Bay, Wisconsin 54304
January 1, 1981

Truck Equipment, Inc.
P.O. Box 3265
1560 N.E. 44th Avenue
Des Moines, Iowa 50316
January 1, 1981

Truck Equipment Service Company
800 Oak Street
Lincoln, Nebraska 68521
January 1, 1981

The Truck Engineering Co.
3200 East Pontiac Street
Fort Wayne, Indiana 46803
January 1, 1981

Truck Parts and Equipment
4501 West Esthner
Wichita, Kansas 67209
December 11, 1980

Truckers Equipment, Inc.
1501 N. Port Avenue
Corpus Christi, Texas 78408
December 1, 1980

Truckers Equipment, Inc.
2022 N. 77 Sunshine Strip
Harlingen, Texas 78550
December 1, 1980

T&T Parts Warehouse
5550 Clay Avenue SW
Grand Rapids, Michigan 49508
December 1, 1980

Twin Bay Industries, Inc.
8908 Cairn Highway
Elk Rapids, Michigan 49629
April 30, 1981

Union City Body Company, Inc.
1015 West Pearl Street
Union City, Indiana 47390
September 1, 1980

Unit Rig & Equipment Co.
P.O. Box 3107
5400 S. 49th W. Avenue
Tulsa, Oklahoma 74101
January 1, 1981

Universal Go Tract of
Georgia Ltd.
963 Industrial Park Drive
Marietta, Georgia 30062
June 1, 1980

U.S. Truck Body Co., Inc.
37-21 24th Street
Long Island City, New York 11101
March 30, 1981

Valley Truck and Equipment
Company, Inc.
P.O. Box 156
Trevett Road
Boston, New York 14025
October 15, 1980

Van Con, Incorporated
123 Williams Street
Middlesex, New Jersey 08846
September 1, 1980

Volkswagen of America, Inc.
27621 Parkview Boulevard
Warren, Michigan 48092
October 11, 1980

WABCO Construction & Mining
Division of American Standard
2300 N.E. Adams Street
Peoria, Illinois 61639
February 1, 1981

Wayne Corporation
(An Indian Head Company)
P.O. Box 1447
Industries Road
Richmond, Indiana 47374
November 1, 1980

Wayne Engineering Corporation
2412 West 27th Street
Cedar Falls, Iowa 50613
October 31, 1980

Western Equipment Co., Inc.
P.O. Box 1502
130 Railroad Hill Street
Waterbury, Connecticut 06721
January 3, 1981

W.F. Mickey Body Co., Inc.
P.O. Box 2044
1505 Bethel Drive
High Point, North Carolina 27261
September 24, 1980

White Motor Corporation
34500 Grand River Avenue
Farmington Hills, Michigan 48024
January 18, 1981

Winnebago Industries, Inc.
P.O. Box 152
Forest City, Iowa 50436
March 19, 1981

Wyman's Incorporated
P.O. Box 542
Northfield Road
Montpelier, Vermont 05602
July 1, 1980

Beatrice N. Vaccara
Director
Bureau of Industrial Economics

APPENDIX E

COMPANIES OPERATING UNDER THE MOTOR VEHICLE ORDER 1965

Name and Location	Considered as Manufacturers of:
Almac Industries Ltd. Pointe Aux Trembles, Quebec	Specified Commercial Vehicles
Amalgamated Metal Industries Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Atlas Hoist & Body Incorporated Montreal, Quebec	Specified Commercial Vehicles
B.K. & B . Truck Bodies Limited London, Ontario	Specified Commercial Vehicles
Belgium Standard Industries (Ontario) Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Babcock Motor Bodies Limited Toronto, Ontario	Specified Commercial Vehicles
Brown H.E. Supply Co. North Bay, Ontario	Specified Commercial Vehicles
Canadian Blue Bird Coach Ltd. Brantford, Ontario	Specified Commercial Vehicles
Canadian Kenworth Ltd. Div. Paccar Canada Ltd. Ste. Thérèsa, Quebec	Specified Commercial Vehicles
Central Truck Body Co. Ltd. Weston, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Chrysler Canada Ltd. Windsor, Ontario	Specified Commercial Vehicles
Collins Manufacturing Co. Ltd. Burnaby, BC	Specified Commercial Vehicles
Commercial Truck Bodies Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ontario	Specified Commercial Vehicles
Eastern Steel Products Company Cambridge (Preston), Ontario	Specified Commercial Vehicles
Edmonton Truck Body Ltd. Edmonton, Alberta	Specified Commercial Vehicles

Name and Location	Considered as Manufacturers of:
Fleet Truck Bodies Inc. Montreal, Quebec	Specified Commercial Vehicles
Flyer Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles
Ford Motor Company of Canada Ltd. Oakville, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank & Welding Ltd. St. Marys, Ontario	Specified Commercial Vehicles
Fort Garry Industries Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles
Freightliner of Canada Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
G. & G. Welding Ltd. St. Leonard, Quebec	Specified Commercial Vehicles
General Motors of Canada Ltd. Oshawa, Ontario	Automobiles, Buses and Specified Commercial Vehicle
Hutchinson Industries Downsview, Ontario	Specified Commercial Vehicles
Ideal Body Ltd. Quebec, Ontario	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Specified Commercial Vehicles
Lacasse, V. Ltée St. Leonard, Quebec	Specified Commercial Vehicles
Larochelle, Phil Equipment Inc. Quebec, Quebec	Specified Commercial Vehicles
Mond Industries Limited Toronto, Ontario	Specified Commercial Vehicles
Multi-Vans Limited Bolton, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturers of:
Prevost Car Inc. Ste. Claire Dorchester, Quebec	Buses
Pullman Trailmobile Canada Limited Brantford, Ontario	Specified Commercial Vehicles
Reliance Truck & Equipment Limited Surrey, British Columbia	Specified Commercial Vehicles
Swartz Motor Bodies Ltd. Toronto, Ontario	Specified Commercial Vehicles
Thomas Built Buses of Canada Ltd. Woodstock, Ontario	Buses
Universal Sales Limited St. John, NB	Specified Commercial Vehicles
Volvo (Canada) Ltd. Windsor, Ontario	Automobiles
Wilson's Truck Body Shop Ltd. Truro, Nova Scotia	Specified Commercial Vehicles
Welles Corporation Ltd. Windsor, Ontario	Buses

DESIGNATED COMPANIES UNDER THE MOTOR VEHICLE TAR ORDER 1965

Name and Location	Designated by:
Blue Bird Quebec St. Lin, Quebec	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Canadian Blue Bird Sales Co. Hartford, Ontario	Canadian Blue Bird Coach Ltd. Brantford, Ontario
Chrysler Truck Centre Ltd. Rexdale, Ontario	Chrysler Canada Ltd. Windsor, Ontario
Edinburgh Electric Ltd. Toronto, Ontario	Diesel Equipment Ltd. Toronto, Ontario
Mobile Tank Industries Ltd. Agincourt, Ontario	Almac Metalcraft Inc. Pointe aux Trembles, P.Q.
Pacific Truck and Trailer Ltd. North Vancouver, British Columbia	International Harvester Company of Canada Ltd. Hamilton, Ontario
J.J. Taylor and Sons Limited Concord, Ontario	Diesel Equipment Ltd. Toronto, Ontario

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

Names and Location	Considered as Manufacturers of:
American Motors (Canada) Ltd. Brampson, Ontario	Specified Commercial Vehicles
Canadian Disposal Equipment Co. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Care Equipment Mfg. Co., Ltd. Breslan, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles
International Harvester Co. of Canada Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
McEwan Tougard Industries Bracebridge, Ontario	Specified Commercial Vehicles
Mack Trucks Can. Ltd. Toronto, Ontario	Specified Commercial Vehicles
Morrison & Co. Ltd. Dorval, Quebec	Specified Commercial Vehicles
Motor Coach Industries Ltd. Winnipeg, Manitoba	Buses
Teal Manufacturing Ltd. Windsor, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Co. Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co. Hamilton, Ontario	Specified Commercial Vehicles
Champion Truck Bodies Ltd. Montreal, Quebec	Specified Commercial Vehicles
Walter Motor Trucks of Canada Ltd. Almonte, Ontario	Specified Commercial Vehicles
Alforge Metal Corp. Ltd. Orangeville, Ontario	Specified Commercial Vehicles
Caelter Enterprises Ltd. Montreal, Quebec	Specified Commercial Vehicles
Funcraft Vehicles Ltd. Cambridge, Ontario	Specified Commercial Vehicles

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

Names and Location	Considered as Manufacturers of:
Westank, Industries Ltd. Regina, Saskatchewan	Specified Commercial Vehicles
Hal-Vey Industries Ltd. Calgary, Alberta	Specified Commercial Vehicles
Sheller-Globe Manitoba Ltd. Morris, Manitoba	Specified Commercial Vehicles
Pettibone (Canada) Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Robert's Truck Equipment Ltd. North Vancouver, BC	Specified Commercial Vehicles
S.M.I. Industries Montreal, Quebec	Specified Commercial Vehicles
Ontario Bus Industries Inc. Mississauga, Ontario	Buses
B.T.L. Body Inc. Cté. Portneuf, Quebec	Truck Bodies
Sturdy Truck Body (1972) Limited Kitchener, Ontario	Truck Bodies
Wells Corp. Ltd. Windsor, Ontario	Truck Bodies
Thermo-King Western Ltd. 1 Mile West of 156th St. on 128th Ave.	Specified Commercial Vehicles
White Western Star Div. Kilowna, B.C.	Specified Commercial Vehicles
Ottawa Truck Bodies Ltée/Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Marathon Electric Inc. Montreal, Quebec	Specified Commercial Vehicles
Ottawa Truck Bodies Ottawa, Ontario	Specified Commercial Vehicles
Remtec Inc. Chambly, Quebec	Specified Commercial Vehicles
Transit Van Bodies Inc. Laval, Quebec	Specified Commercial Vehicles

COMPANIES OPERATING UNDER THE OFFHIGHWAY REMISSION ORDER

General Motors of Canada Ltd.
Diesel Division
London, Ontario

Unit Rig & Equipment Co. (Canada) Ltd.
Tulsa, Oklahoma 74101

Paccar Canada Ltd.
Ste. Theresa, Quebec

Pacific Truck and Trailer Ltd.
Vancouver, British Columbia

Wabco Equipment of Canada
Division of Wabco-Standard Ltd.
Paris, Ontario

Euclid Canada Limited
Guelph, Ontario

Mack Canada Inc.
Islington, Ontario